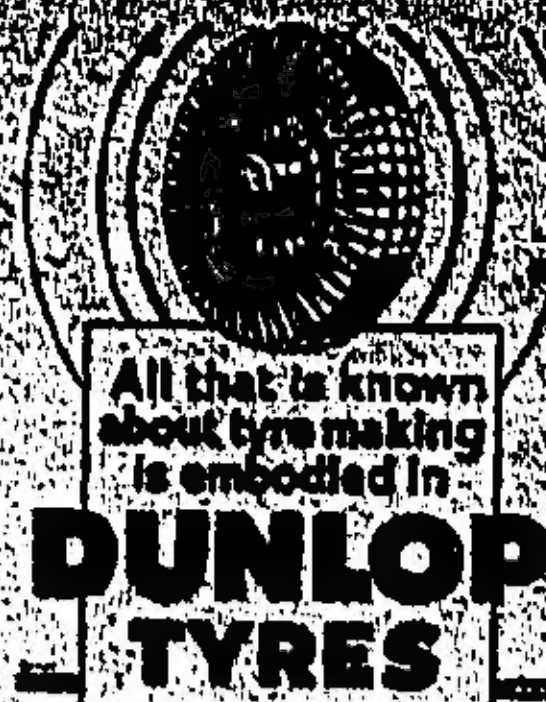


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## CHARRED BODIES MUTE EVIDENCE OF CARNAGE

HEROISM OF CHINESE TROOPS AT  
SHANHAIKWAN

SEVENTEEN HUNDRED NORTHERN TROOPS  
REPORTED KILLED

[THROUGH REUTER'S AGENCY.]

PEIPING, January 4.

TELEGRAPHIC communication with Shanhaikwan was restored to-day.

Despatches paint a picture of heroism on the part of Chinese troops who clung to their defences in face of a terrifying and demoralising bombardment from the sea, land and air.

The story of a day of terror spent by the civilian population has yet to be told, but many charred bodies are mute evidence of yesterday's carnage.

When the Japanese infantry attacks swept over the half-ruined city there was fierce hand to hand fighting in the streets in which 300 Chinese troops were killed while defending the smashed South Gate.

Some estimates declare that at least seventeen hundred Chinese soldiers were killed, the majority in street fighting before the fall of the city.

Latest reports indicate that in addition to the lines at Changli, the Chinese lines have been reformed within a few miles of Shanhaikwan on the northwest side to cope with any possible Japanese advance towards the upper Luan River as a path into Jehol.

## BRITISH GUNBOATS DESPATCHED TO CHINWANGTAO

PEIPING, Jan. 4.

The British gunboats, Bridgewater and Folkestone, have been ordered to Chinwangtao to safeguard British interests.

It is authoritatively stated that the Chinese troops have now withdrawn from Shanhaikwan by rail and are reforming under the protection of an armoured train.

Japanese armoured trains are patrolling towards Chinwangtao.

PEIPING, Jan. 4.

Admiral Sir Howard Kelly, Commander-in-Chief, China Station, has ordered the British ships, Bridgewater and Folkestone, to proceed to Chinwangtao to safeguard British interests in the Shanhaikwan area.

## TELEGRAPH COMMUNICATION RESTORED

TIENSIN, Jan. 4.

Apparently all was quiet throughout to-day in the Shanhaikwan area. A single telegraph line has been restored between Chinwangtao and Shanhaikwan, but railway traffic is impossible owing to damage to a small bridge across the Taohu river.

So far there is no confirmation of negotiations for the restoration of peace and no movements of Chinese troops have been reported.

## ALL QUIET AT CHINWANGTAO

PEIPING, Jan. 4.

Reliable foreign sources at Chinwangtao deny, as completely unfounded, the persistent reports of a Japanese bombardment of Chinwangtao this morning and as attempt to land marines under cover of a bombardment.

Chinwangtao remains quiet.

The rumours presumably were given currency because the three Japanese destroyers there this morning saluted H.B. Majesty's Folkestone when she arrived from Chefoo.

## ANOTHER DEMILITARIZA- TION ZONE?

TIENSIN, Jan. 4.

It is learned from a reliable foreign source, but so far is not confirmed, that General Ho Chu Kuo is negotiating with the Japanese at Chinwangtao for a peaceful settlement of the Shanhaikwan incident.

No details are available, except it is alleged by an informant that the Japanese terms include a demilitarization zone between Shanhaikwan and Changli.

## SIR F. LINDLEY INTERESTED

TOKYO, Jan. 4.

It is reported that for the purpose of learning the Japanese Government's intentions and attitude to the Shanhaikwan affair, Sir Francis Lindley visited the Foreign Office and had a conversation with Count Uchida this morning.

(Continued on next column.)

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## M. MATSUOKA VISITS ROME

EXPLAINS JAPAN'S POLICY  
TO MUSSOLINI

[THROUGH REUTER'S AGENCY.]

ROME, Jan. 4.

M. MATSUOKA explained the Japanese position in Manchukuo in an interview with Mussolini last night, the meeting lasting forty minutes.

It is understood that disarmament was not mentioned.

Although M. Matsuoka's visit to Rome was not official he availed himself of the opportunity to explain Japan's policy to the Italian Government, including a conversation with Baron Aloisi, Mussolini's chief lieutenant at the Foreign Office.

## JAPAN'S FRIENDS WORRIED

LONDON, Jan. 4.

The Manchester Guardian says that the new Japanese offensive at Shanhaikwan was received with palpable concern in British diplomatic quarters. What has already happened is bad enough, and there is dread of what may follow. Even the best friends of Japan are beginning to doubt whether anything more that does not make an apologetic admission can now be said in palliation of her conduct.

## AMERICA WATCHING

NEW YORK, Jan. 4.

The American capital views the capture of Shanhaikwan as the beginning of another far-flung Japanese drive in Chinese territory, according to the Washington correspondent of the New York Herald Tribune, he adds that the Administration intends to maintain a policy of non-recognition of gains made by violation of existing treaties.

The paper states that the continuation of dangerous incidents in the Far East is likely to lead to a new approach of a confidential nature with Mr. Roosevelt.

## IN HONG KONG TO-DAY

CLOUDY

YESTERDAY'S WEATHER REPORT, FORECAST AND REMARKS, ISSUED BY THE ROYAL OBSERVATORY AT 4.55 P.M., STATED:—

THE ANTI-CYCLONE REMAINS OVER NORTH CHINA AND SOUTH MANCHURIA. FRESH MONSOON WILL PREVAIL OVER THE CHINA COAST, AND THE NORTHERN CHINA SEA.

LOCAL FORECAST: N.E. WINDS, FRESH; CLOUDY.

## CONFLICT MAY BE LOCALISED!

TOKYO, Jan. 4.

Following a conference between the Foreign Office and the War Office, instructions were despatched to the Japanese authorities in North China to negotiate with Marshal Chiang Hsueh-liang's representative for the purpose of settling and localising the Shanhaikwan affair. The Japanese delegation at Geneva has been instructed to inform the League accordingly.

With the halting of the fighting at Shanhaikwan, official circles appear hopeful that the conflict will be localised. Meanwhile, the mine-layer Tokitsuna, at present at the Sasebo naval base, has been ordered to proceed to Chinwangtao as a precautionary measure. The Cabinet held a session this morning. General ARAKI and Count Uchida reported on the situation, but no decisions were announced.

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# RADIO

## After Ten Years

The years ago the very thought of efficient broadcasting was ridiculed. The announcers said "This is London calling the British Isles," and everybody made jokes about the "cat's whisker" and the complicated mass of wires that then seemed necessary for even a crystal "wireless" set.

Now there are few who have not something good to say for the B.B.C. That celebrities think much the same as the man in the street is shown by this Symposium.

G. BERNARD SHAW

*the dramatist and essayist.*

A request for any opinions of mine on the artistic, commercial, or scientific future of broadcasting should be accompanied by an offer of at least £20,000 advance on account of royalties.

But the question, "Should the B.B.C. return to its status as a private concern, be ruled by one gifted individual or continue to be run as it is?" I answer by the words: "I am in favour of public control."

Some kind of central control clears the air in more senses than one. The Americans have messed up their ether by permitting anyone to set up a broadcasting station. The listener, instead of having a choice of programmes, is often not even able to get on. The towns have too many stations. The wide open spaces have none. On the other hand, a monopoly by a private company is not desirable. Such a system lends itself too much to jealousy and favouritism to be really successful.

For the rest, I suggest, that as long as the present censorship regulations hold good, a play to be broadcast should have the Lord Chamberlain's licence. The B.B.C. ought also to hold a licence for permitting music on its premises.

Regarding the proposal to broadcast the proceedings of Parliament, I think that such a step would ruin our democratic institution and certainly abolish broadcasting. Why broadcast when there are no listeners?

COMPTON MACKENZIE

*the author.*

Although loud-speakers have improved tremendously during the past few years, I still prefer gramophones as distinct from radiograms.

A wireless set is worth having, particularly if you can afford only a few records, but the average radio is curiously unable to get over sufficient "punch."

You may have volume and power and the seemingly perfect reproduction of instruments, but it is often apparently impossible to transmit through the radio the essential vitality of a piece.

My cats remain unmoved by broadcast music. I can drive them out of the room by the right gramophone record.

I am, of course, expressing my own personal taste. The broadcast programmes could hardly be much

improved. You can't go very much higher and keep out that higher level all the year round.

I myself loathe the Children's Hour, and get angry when I find that the only alternative is dance music. It seems tiresome that I cannot get chamber music at five o'clock, which is the very time I want it. Nevertheless, I must remember that thousands of people find this ten-time music most enjoyable.

Try to better the programmes yourself—remembering that your taste may not be the taste of other people, and that you have to please others as well as yourself. One must give way somewhere. It is when the B.B.C. attempts to please everybody at one and the same time that it pleases no one at all.

C. B. COCHRAN

*the theatrical producer.*

If there is anything to my taste in the programmes I always endeavour to hear it. And if I see the announcement of a talk dealing with any of my own interests—the theatre, old masters, and so on—I invariably switch on.

Broadcast plays I am unable to understand. The sound effects to me are meaningless, and I cannot distinguish between the voices of the actors. The prospect of an entire evening spent in listening to a broadcast musical comedy appals me. Still, I must confess that the programmes strike me as clever.

If I were asked to produce a two-hour broadcast show immediately, I do not know what I should do. Look back at last year's programmes and imitate them, probably. Then I should rightly be charged with being "out of date," for the B.B.C. seems to make amazing progress. And I believe we are scarcely at the beginning of the great future before broadcasting.

As for broadcasting and the theatre, I believe that the listener, having heard, wants to see the original. Hear a symphony orchestra and then hear it through a loud-speaker: the effect is not the same and never can be.

So, no matter how perfect mechanical entertainment may be, it will never oust the real thing—and especially the theatre, which had a limited public before broadcasting began, and has that limited public now.

DAME ETHEL SMYTH

*the eminent composer.*

I have only lately acquired a wireless set (simply because I can't go to and from London in winter and yet want to hear new music), and so I have not had time yet to study the programmes.

Though of my own first experiences a few weeks ago I had no complaints to make, the programmes I am told, are becoming less and less satisfactory for serious musicians. If this is so, it is a serious matter, for broadcasting should stimulate interest in music, and I have always expected it would do so.

Living in the country, and seldom seeing musicians, I really am not in a position to say whether broadcasting has, or has not, had the effect (as many maintain) of lessening zeal in concert-goers.

From all I hear, I fear audiences are getting smaller, but this may be the effect of the general financial depression.

VERNON BARTLETT

*the popular broadcast speaker on international affairs.*

The discovery of wireless will one day prove to be more important than that of printing. With the help of radio, war will disappear in the present century, for misunderstanding, fear and distrust have often proved more powerful than common sense, and now broadcasting is making the peoples of foreign parts as well known to us as our next-door neighbours.

Soon some international tongue will be universally spoken, and we shall not think of a German or a Siamese as being much more of a stranger than a man who speaks the dialect belonging to some corner of the British Isles.

DR. CYRIL NORWOOD

*Headmaster of Harrow School.*

Wireless, I think, has been of the greatest use in elementary schools. A studio lesson by an acknowledged expert can be broadcast to a thousand schools at once, and then be followed up by a brief, personal lesson from the individual teacher.

Many pupils tend to make more interest in facts and figures when they come via the loud-speaker, and, of course, in the smaller country schools this method of teaching is invaluable. Modern languages, for instance, when properly repeated by wireless offer something that cannot be acquired in smaller schools in the usual way.

For similar reasons, I believe that wireless will be of even greater educational value in the future.

## "Nation Shall Speak Peace Unto Nation"

### TEN YEARS OF WIRELESS

#### ACHIEVEMENTS OF THE B.B.C.

##### GREAT PUBLIC SERVICE

On November 14, 1922, the first regular service of wireless broadcast programmes began from the London, Birmingham, and Manchester stations. On that day what had previously been regarded as an experiment was formally admitted to the status of a service, which, in its turn, has developed into an established and accepted factor in our national life.

Those who have followed the progress of broadcasting from the start will doubtless be contrasting this week their early adventures in listening with their present-day service, and be comparing those few evening hours of music with the wealth of programme material, derived from the studios of Europe and America, as well as from the 22 studios of Broadcasting House, with which the B.B.C. is next week celebrating its tenth birthday festival.

The technical and administrative growth of this great service, which now boasts more than 5,000,000 clients, is not without interest. As a result of negotiations during the summer of 1922 between the Postmaster-General and a committee representative of the radio manufacturers of the country, the British Broadcasting Company, Limited, was formed on October 16 in the same year. The company was constituted with a capital of £100,000, of which £20,000 was contributed by Mr. J. C. W. (now Sir John) Reith, who was appointed general manager, and in October, 1923, joined the board as managing director.

##### Advertisements Banned

From the outset it was wisely decided not to follow the American example of using the microphone for advertisements, and that the maintenance and development of the service should depend on the listeners themselves and not on interested parties. At first, as the company and the radio industry generally were feeling their way, the listener made his contribution both by way of taxes and tariffs on his receiving apparatus sold by the

radio trade, as well as by a direct payment for the privilege of owning a set, but by the autumn of 1924 the element of contribution through the industry was dropped and the receiving licence fee became the sole important source of revenue.

As more stations were erected and put into service more money was required, and in 1925, as a result of the report of the Sykes Committee, the payment to the B.B.C. of the proportion of the listener's licence fee was increased from 50 per cent. to 75 per cent., and permission was also given to accept programmes "provided" by outsiders with publicity ends to serve, somewhat after the American fashion. It is to the lasting credit of the company that, although they exploited this licence in a few experimental instances during 1925, it has since been dropped without comment.

The work of the same committee led also to the admission of daytime programmes which had been previously prohibited on the grounds of possible interference to other users of wireless services. Shortly after the opening of the Daventry high-power station 5XX in 1925 the third constitutional landmark was reached when, as a result of the work of the Crawford Committee, the service was transferred from the company to the corporation.

##### Start of the Corporation

On December 31, 1925, the old company was dissolved, and on the following day the corporation began its work under Royal Charter. The Board of Directors was replaced by a Board of Governors, nominated by the Government, presided over by Lord Glarendon as chairman, with Lord Gainsford as vice-chairman, and Sir Gordon Naime, Dr. Montagu Randall, and Mrs. Philip (now Viscountess) Snowden as governors. The British listener, however, did not at first notice the change, for the staff, the plant, and programme machinery were taken over still under the executive control of Sir John Reith, who now became the first Director-General.

But the changes brought about by the formation of the corporation were, especially as far as the programmes were concerned, deep and far-reaching. The experience of the general public of 1925 had demonstrated in striking fashion the potentiality of the microphone as an immediate link between the statesman and the private citizen. About the same time it was being

(Continued on next column)

## DEATH OF MARCONI'S ASSISTANT

MR. G. S. KEMP: WIRELESS PIONEER

[BRITISH WIRELESS SERVICE]

Rome, Jan. 3.

THE death occurred yesterday of Mr. G. S. Kemp, who was Marconi's first assistant in his early wireless experiments when, as a young inventor he came to England in 1896.

Mr. Kemp, who was seventy-five accompanied Marconi to Newfoundland in December, 1901 and heard the wireless signals received from the station at Poldhu, Cornwall, this being the first demonstration of Trans-Atlantic wireless telegraphy.

Recently Marconi and his assistants have been conducting further experiments with very short wireless waves less than one metre long this being the order of the wave length used in his earliest experiments in which the late Mr. Kemp participated.

realized that the simple prohibition of the broadcasting of any controversial matter was neither necessary nor desirable. While, therefore, under the terms of the new Charter, any Government could reserve for itself when required the unrestricted use of the microphone on its own responsibility, the admission of controversial matter in the ordinary programmes was, by agreement, tried out by gradual steps.

The old restrictions on "news" were removed and the era of unfettered programmes began. The licence fee was still continued at the rate of 10s. per annum per installation, but the proportion paid over by the Postmaster-General to the corporation was assessed according to a scale which, with the present total of 5,000,000 listeners, provides that approximately 60 per cent. of their fees goes to the maintenance of their service.

##### Early Programmes

A re-examination of the old programmes of the early days recalls many items of special interest. A month after the beginning of the programmes service—that is, in December, 1925—were broadcast the first Children's Hour and the first religious addresses. These features still remain characteristics of the programmes to-day. The first outside broadcast, a performance of Mozart's *The Magic Flute* at Covent Garden, took place on January 8, 1923, while to Mr. G. R. Chesterton belongs the honour of broadcasting the first after-dinner speech, when he proposed "The Immortal Memory" at the "Burns Night" dinner on January 25, 1923, at Princes Restaurant.

On February 17 of the same year "Ian Hay" broadcast the first wireless appeal on behalf of the Winter Distress League, while three days later Sir Oliver Lodge began, in a wireless talk, his career as perhaps the most popular broadcaster of all. On October 3, 1923, the late evening performances of the Savoy Hotel dance band began, while a fortnight afterwards that popular concert party "The Roosters" gave their first broadcast. On the evening of December 6, 1923, the broadcasting of election results continued till 1 o'clock in the morning, while on April 13 of the following year the first address was given by the Rev. H. R. L. Sheppard in an outside broadcast from St. Martin-in-the-Fields. Both Mr. Sheppard and Sir Walford Davies have over eight years of popular service at the microphone to their credit. The first broadcast by the King and the Prince of Wales was on the occasion of the opening of the British Empire Exhibition on April 23, 1924.

Only a few months after regular broadcasting began there was formed the B.B.C. Central Religious Advisory Committee, which has functioned regularly and with unanimity ever since, the original number of members being six, and the Bishop of Southwark having been chairman of the committee from the very beginning. Relatively recently the membership of this committee has been enlarged to 13, to permit the inclusion of representatives of the Regional Committees.

While it is true to say that the real interest of the great majority of listeners is in the material conveyed by broadcasting, and not in the vehicle of its conveyance, no account of the B.B.C.'s activities, however brief, should omit to mention the unobtrusive but essential and fundamental work of its technical staff. As more and bigger stations were built, engineering problems without precedent were encountered and satisfactorily solved.

The Regional scheme, which is now approaching completeness, provides very nearly all listeners with a choice of programmes, while the few stations built in connexion with the scheme transmit with such fidelity that it is possible for anyone to obtain reproduction which is barely distinguishable from the original. The results of years of research on studio acoustics have been embodied in the design of Broadcasting House, the new permanent headquarters of British Broadcasting.

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LONG-WAVE STATIONS				
Wave length (Metres)	Station	Call Sign	Kilo-cycles	
280	Manila	KZLB	1,153	
277	Shanghai	K.M.S.	1,063	
345	Tokyo	J.O.A.K.	876	
333	Hiroshima	J.O.F.K.	850	
385	Hong Kong	Z.B.W.	848	
357.1	Bombay	V.U.B.	840	
361	Sapporo	J.O.I.K.	830	
366	Kobe	J.O.D.K.	823	
370	Nagoya	J.O.C.K.	810	
370.4	Calcutta	V.U.O.	808.9	
380	Katmandu	J.O.G.K.	790	
380	Singapore	J.O.H.K.	770	
385	Dacca	J.O.A.K.	760	
400	Canton	J.O.B.K.	738	
460	Manila	K.Z.R.M.	655	

### SHORT-WAVE STATIONS.

Frequency (K.C.)	Station	Call Sign	Time (Hong Kong) or Working
67.65	Dobnitz (Germany)	A.F.K.	4.48 Mon., Wed. & Fri., 5 p.m. & 2 a.m.
60.12	Rhabarovsk (Russia)	R.A.G.T.	4.900 6—10 p.m.
56.7	Nassau	A.G.J.	5.201 Not regular
50	Moscow	R.F.N.	6.000 Tues., Thurs., Sat., 5 p.m.
43	Rome	I.M.A.	6.895 Sunday midnight
43.6	Perth	S.A.E.	7.148 Daily 4.30 p.m. & 11 p.m.
41.5	Singapore	V.S.I.A.B.	7.510 Not regular
38.8	Kootwijk (Holland)	P.O.L.	7.780 Daily 11 p.m.
37	Bangkok (Siam)	H.S.A.P.	8.108 Tues. & Fri., 9 p.m.—1 a.m.
36.2	Sydney	S.B.L.	8.280 Not regular
31.65	Melbourne	S.L.O.	9.008 Not regular
31.45	Schenectady	W.X.A.F.	9.593 Daily 7 a.m.
31.20	Edinburgh (Holland)	P.C.J.	9.690 Fri. & Sat., 2 a.m. & 10 a.m.
31.23	Sydney	S.T.O.	9.990 Not regular
31.2	Nairobi (Kenya)	V.L.O.	9.977 Midnight daily
28.5	Sydney	S.M.E.	10.552 Not regular
27.8	Handover	P.L.R.	11.020 Midnight—2 a.m. daily
25.35	Chathamford (England)	S.S.W.	11.781 7.30 p.m. & 2 a.m. daily; except Saturday and Sunday
24.6	Manila	K.L.P.R.	12.340 Nightly
23.85	Schenectady	W.X.A.F.	12.920 1 a.m. & 12 p.m. Sat.
22.95	Bombay	P.L.B.	16.102 Daily 6.30 p.m. to midnight
22.4	Kootwijk (Holland)	P.O.L.	16.804 Daily 7 p.m.
17.4	Bangkok	S.E.P.	17.280 Daily 6 p.m. to midnight
16.5	Bangkok	H.S.A.P.	17.761 Sundays 7 p.m. & midnight
16.3	Kootwijk (Holland)	P.O.C.	18.406 Each afternoon
15.74	Bombay	P.L.R.	18.280 Daily 1.30—7 p.m.
15.5	Nairobi (Kenya)	V.L.O.	19.220 Not regular
14.95	Sydney	W.X.K.	19.642 Not regular

(All times must be added for "summer time" in those countries which use one hour ahead of true time.)





## MEAT is ENERGY

Eat plenty of meat in cold weather. It supplies the fuel that the body requires.

The best meat is not an extravagance but an asset in the form of good health.

THE DAIRY FARM, ICE AND COLD STORAGE CO. LTD.

The "Dumbest" Cook Boy can't go wrong with Simpson's!

SUCCESS in baking is simply a matter of using—

**Simpson's SELF-RAISING Flour**

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**GILMAN & CO., LTD.**

A.P.B.



it's delicious if made with **PURICO**

and is excellent for fried food.

Guaranteed to be the purest and most wholesome cooking fat obtainable.

It is made from oil extracted from fresh sweet coconuts.

## Buffet Food for Winter Parties

The winter has come and we are now confronted with the serious business of entertaining indoors. If we are cowardly, or wish for some reason to let the cook off lightly, we can easily take the easier course and negligently telephone Lane, Crawford's or Mac's Cafeteria, who will deliver a buffet-full at a moment's notice. But we shall be more blessed in our entertaining if we do our best in our own kitchen, as most, I fancy and hope, will prefer to do.

If the use of a fork is allowed, our scope will be considerably increased, but we must bear in mind that the dishes must consist of food which can easily be manipulated with the plate poised on any convenient part of our anatomy; for the other hand will be treasuring a glass of one of the lighter and more frivolous drinks, such as various cups or even champagne, which should accompany what is no more than a gastronomic *feu d'artifice*.

Let us first, then, review the *mousses*. Lobster or crayfish at once occur to us; shrimps or prawns may be substituted; chicken of course, and ham, the latter flavoured for a change with paprika.

A more elaborate and very delicious version of Ham *mousse* is to arrange upon it when set some "shells" of foie gras scooped out with a warm spoon, and these shells covered with some chicken aspic jelly flavoured with Madeira. This brings us to a *mousse* of foie gras itself, than which perhaps nothing is nicer. Pheasant makes a good *mousse*, too.

All these preparations can be served, in separate portions, as *mousselines*, which is perhaps easier for the buffet, though more troublesome for the cook.

*Foie-gras* is another simple way of serving pleasant food, and *bouchées* the *foie-gras*'s diminutive cousins. More unusual are unsweetened *éclair*s filled with savoury creams and butters, in which form they are known as *carottes* and *duchesnes*, which are composed of the same mixture, but assume the shape we associate with the smaller cream buns.

You can stuff them with a purée of lobster, crayfish, caviare, or caviare mixed with cream, smoked salmon and cream, with chicken purée, or a purée of chicken and pistachio butter. Instead of the icing with which we are familiar, they should be glazed with an appropriate jelly.

Oysters should certainly appear alone or disguised. A tartlet (round) or *baryette* (boat-shaped) of pastry might well enclose one; for instance, on a bed of fish *mousse*, surmounted with jelly and adorned with a little lobster coral. These little pastries are susceptible to so many fillings that you will find it difficult to make a choice. For the hardier, tiny sausages.

## THE COCKTAIL HOUR

**Tropical Cocktail.**  
Fill shaker with cracked ice, add wine glass of Gordon's dry gin, wine glass of orange juice or grape juice; shake well and serve in small glasses—very cold.

**Fancy Brandy Smash.**  
Use large mixing glass one-half full of ice, add one-half tablespoonful of sugar, one-half glass Isuan, three or four sprigs of mint well dissolved, one wine glass of Hennessy's Brandy; mix well and serve in fancy glasses.

**Fancy Brandy Sour.**  
Use a large bar glass, one-half tablespoonful of sugar, two or three dashes of lemon juice, one squirt of Isuan water; dissolve the sugar and lemon well with a spoon, fill up the glass with ice, one wine glass of Hennessy's brandy. Stir up well, place the fruit in the fancy sour glass, strain the ingredients into it, and serve.

## BEEF SAUSAGE ROLL

When making good beef sausage it is worth while using steak from the round. Use 1 lb. of steak, 3 ounces of smoked bacon (not too fat), one cupful of breadcrumbs, pepper, salt, and a small pinch of curry and mustard to taste; also a tablespoonful of tomato ketchup or any other sauce preferred. Put the meat and bacon through the mincer, mix together with a well-beaten, strained egg.

Form into a roll, wrap it in buttered paper, place it in a 2 lb. jar, and steam for two hours. Do not remove it until it is quite cold, when the roll will be covered by a jelly that greatly improves its flavour. Steaming in a jar is a great improvement on boiling in a cloth, which allows the juices to escape into the water.

The sausage roll is best made the day before it is to be eaten. Serve surrounded by a green salad.

cold (or hot if you can accommodate the means to keep them warm), stuck on tiny skewers for convenience in eating, will appeal to those whose mannerism it is, on all and every occasion, to call for beer which should be at hand.

## Novelty Ices.

I have not the space to give to many sweet dishes, but they, too, are legion. Cold creams and bavarois are good, and pretty *charlottes* (jellies are rather wobbly, and should be avoided for all but garnishment).

Ices you must have; but, O, not the everlasting vanilla, strawberry, and coffee! With electric refrigerating and freezing machines there is no excuse for such laziness. Pistachio makes a jolly flavour; so do various liqueurs. Orange, lemon, peach or apricot, raspberry, almond are all very good.

If you can rise to it, little biscuits of different coloured layers of ice-cream on prettily laced paper mats would increase your reputation for novelty. Try some of these colours and flavours: layers of strawberry (permissible here), benedictine and violet; rum, chestnut, vanilla; better, strawberry pistachio, or, better, strawberry and pistachio. You can think of many of these combinations which would delight.

The ice water, our modern children's hokey-pokey, has a charm for many. What if, instead of the usual custardy contents, something deliciously perfumed, with flower, fruit, or liqueur, were enclosed between those fragile sides? Let your party essay this stupendous experiment.



## A MODEST LUNCHEON

BUT VERY GOOD

*Eggs sur le plat aux anchois.* Butter your plate and cover them with little dice of anchovy fillets. Break the eggs over them and cook them in the oven. Before serving surround each egg-yolk with an anchovy fillet.

*Escalopes de veau au paprika.* Cut some thin slices of veal cutlet and season them with salt, pepper, and plenty of paprika. Sauté them in butter, and when they are done, take them out of the pan and keep them warm. Add some cream to the juices in which they have been cooked, stir well together, and pour this delicious sauce over the *escalopes*. A simple purée of potatoes is best fitted to this dish.

*Poires au beurre.* Peel some pears and cut them into thin slices. Put them into a fireproof dish, adding sugar and little pieces of butter between each layer and brown them in the oven. A suspicion of cinnamon may perhaps be added. For your black coffee try, if you have not already done so, a mixture of Costa Rica and Mysore, half and half.

## GOOSEBERRIES —A POPULAR FRUIT

The best evidence of the popularity of gooseberries lies in the number of "pet names" given to them. In Norfolk they are "Thaps," in Devonshire "Devanias," and in Scotland they are called "Grossers." The Scotch name comes from the French "groseille," and so is probably a relic handed down from the times of Mary Queen of Scots. A number of most attractive and tasty dishes can be made from tinned or, preferably, bottled gooseberries.

## A Fruit Soup.

People who have learnt to enjoy fruit soups in other countries will find that gooseberry soup is one of the best to introduce to their families, and especially appreciated by children.

To make three pints of this soup you need two pounds gooseberries, (a large tin or bottle) two quarts of water, two yolks of eggs, two tablespoonfuls cornflour, and a little cinnamon stick or, and this is better still, the orange flower water which enhances all cold gooseberry dishes, and put them in a saucepan with the sugar and water. Boil till the fruit is reduced to a pulp, and then strain.

Stir the cornflour to a smooth paste with a little cold water, add this and the orange flower water to the gooseberries and simmer for about ten minutes. Beat the yolks of eggs in a soup tureen, pour the soup over them and stir well to mix.

Serve hot or cold, with rusks or finger biscuits, macaroons or puffed rice.

## CALIFORNIA PACKING CORPORATION CALIF. U.S.A.



"Red Raspberries The pick of berries"

"Del Monte's Apricots The Best to be got"

Obtainable at All Compradore Shops.

Sole Agents: **KUNG SHEUNG CO.** CHINA BUILDING.

HONG KONG.

Phone 33563.

## HERE ARE SOME IDEAS for the MENU BY A HOUSEWIFE

Lightly fry two rashers of bacon, finely cut up. Add four kidneys cut in dice and one skinned tomato and cook together for five minutes. Add a teaspoonful of stock, thicken, and stew gently for half an hour. Scramble four eggs and arrange round the edge of an entree dish. Pour kidney mixture in centre and serve very hot.

**Scallion Eggs.**  
Take four hard-boiled eggs, shell and cut in half lengthways. Place yolks in a basin with two ounces butter, one tablespoonful cream, and pepper and salt to taste. Beat well and replace in whites. Make a cheese sauce and pour over the eggs. Sprinkle a little finely grated cheese on each and brown under the grill.

**Lemon Pie.**  
Line a dish with short pastry. Beat together two eggs, rind and juice of two lemons and a teaspoonful of castor sugar. Pour the mixture into the pastry and cook until the curd is set.

Beat stiffly the whites of two eggs and two dessertspoonfuls of castor sugar and pile this meringue over the pie. Return to a cool oven until set and delicately browned.

**Baked Ham.**  
Take one pound or rather more of gammon rasher, about 1 inch thick and remove rind. Dice the fat and place at the bottom of a

baking tin with one onion, shredded. Put gammon on top and cover with one large tablespoonful of brown sugar. Peel and core four medium-sized cooking apples and place in the corners of the tin. Pour in half gill of cold water, not over sugar-cover and bake for one hour. Serve with baked potatoes.

Tomatoes may be used instead of apples.

**Sago Plum Pudding.**  
Required: four tablespoonfuls of fine sago, soaked in half a pint of milk, three-quarter breakfastcupful each of raisins and sugar, one breakfastcupful breadcumbs, two ounces butter, one ounce peel, rind and juice of one lemon, half teaspoonful bicarbonate of soda, dissolved in a dessertspoonful of hot milk, one dessertspoonful of treacle, a pinch of salt. Mix and steam for three hours.

**Marguerite Pudding.**  
Required: Two ounces butter, two ounces castor sugar, four ounces flour, one teaspoonful baking powder. Mix the whole with one egg and a very little milk. Line a greased basin with strawberry jam, pour the mixture in and steam with paper over instead of a cloth.

Care must be taken that the water does not touch the paper. Time, one hour.

## EASY ONE-DISH LUNCHEONS

EACH RECIPE BASED ON A CAN OF SOUP

**Boozy Rabbit.**  
Melt 1 tablespoon of fat, and add 1 tablespoon flour and 1/2 teaspoon salt; stir this until it is smooth, and add 1 can tomato soup and 1 small can prepared tomato sauce, and bring to the boiling point; add 1 cup grated American cheese (strong), and stir until it is melted; add 1 tablespoon Worcestershire sauce. Serve on crackers or toast.

**Tuna and Kings.**  
Make a sauce of 3 tablespoon fat, 2 tablespoons flour, 1/2 teaspoon salt and 1 cup undiluted canned milk. Add 1 can chicken soup, 1/2 cups canned tuna fish, 2 tablespoons finely chopped green pepper, 2 tablespoons chopped stuffed olives, and 1 hard cooked egg, cut in cubes. Serve on toast or on hot biscuits which have been split open and buttered, or in patty shells.

**Vegetable Pie.**  
Mix 2 cups cooked vegetables. (Carrots, celery, peas, string beans, lima beans and onions are all good in combination, or other vegetables may be used.) Season well with salt and pepper, celery salt and paprika. Add 1 can ox-tail soup, and pour into baking dish; cover with Drop biscuits and bake in a hot oven (375 F.) 10 to 15 minutes. Serve in the dish in which it was baked.

**Baked Tuna.**  
Mix 1 cup canned tuna fish, 1 cup dry bread crumbs, 1 teaspoon salt, 1/2 teaspoon paprika, 1 egg, undiluted canned milk, and 1 can chicken soup. Pour the mixture into a baking dish, and bake in a moderate oven (350 F.) 20 to 45 minutes. Serve in the dish in which it was baked.

Salt and pepper. Pour into a baking dish and cover with 1 cup bread crumbs; bake in moderate oven (350 F.) 15 to 20 minutes.

**Golden Rice.**  
Mix 1/2 cups cooked rice and 1/2 cup cooked celery, in small pieces. Add 1 cup grated American cheese and 1 can chicken soup. Season well. Reheat and serve on toast. Tomato, Spinach and Eggs. Chop or cut up finely 1/2 cups cooked spinach and 1 cup cooked celery. Add 2 tablespoons grated cheese and 1 can tomato soup. Put this into a flat baking dish and on top put 4 raw eggs; cook very slowly in the oven until the eggs are set. Salmagundi.

Sauté 1 pound hamburger in a small amount of fat. Sprinkle with 1/2 tablespoons flour. Mix thoroughly and add 1 cup milk. Add 1 can vegetable soup. Season well. Serve on toast.

## TO-DAY'S DINNER MENU

Lettuce Soup  
Cold Shoulder of Lamb  
Tomato Jelly  
Potato Salad  
Gooseberry Tart

**TOMATO JELLY.**  
Ingredients:—One pound tomatoes, gelatine, one clove, a few tarragon leaves, one teaspoon of chopped onion, three or four peppercorns, about one pint hot water, chopped olives (optional).  
Instructions:—Cut the tomatoes and cook them with the onion, tarragon leaves, peppercorns, clove and rind of the water. When tender, press the juice through a sieve or through muslin. Dissolve the gelatine in the rest of the water, allow a half an ounce to every pint of tomato juice. Add salt to the taste, if desired. Add to the mixture, bring to a boil, pour into a mould and leave to set. The olive can be added after setting.







# CENTRAL THEATRE

TAKE QUEEN'S RD., WESTBOUND BUS  
ADVANCE BOOKING AT  
ANDERSON'S

TO-DAY & TO-MORROW ONLY  
2.30, 5.15, 7.15 & 9.30 P.M.

A DELIGHTFUL  
BRITISH COMEDY  
WITH CATCHY SONGS

**WINIFRED SHOTTER**  
A LADY CHAUFFEUR

**The Love Contract**

WITTY DIALOGUE AND  
SNAPPY MUSIC IN A PICTURE  
YOU WILL ENJOY  
A BRITISH & DOMINIONS  
PRODUCTION

**SATURDAY**

GET YOUR SHARE OF  
A SCREENFUL OF JOY!

COME ON!... JOIN  
WORLD'S GREATEST  
CLOWNS IN LAUGH  
RAMPAGE 'ROUND  
RENO... BERT

**WHEELER  
WOOLSEY**

IN THEIR BIGGEST CRIM  
AND GIGGLE SENSATION!

**PEACH  
O' RENO**

DOROTHY LEE  
ZELMA O'NEAL  
JOSEPH CANTHORN



RKO RADIO PICTURE

**PLANES FIGHT  
GALE**

LONDON-PARIS AIR  
SERVICE MAINTAINED

[BRITISH WIRELESS SERVICE]

Ruon, Jan. 3.  
A FIERCE southerly gale  
continued to rage round the coasts  
of the British Isles to-day and very  
heavy seas were experienced in most  
places.  
Air services between London and  
Paris were continued despite winds  
of sixty miles an hour increasing  
to sixty miles an hour at 5,000 feet.  
The machines, helped by the tail  
wind, completed the journey to  
Croydon from Paris in very fair  
time.

**DONT FORGET**

THAT WHEN  
You are at Home  
you can get the  
HONG KONG  
DAILY PRESS  
at SELFRIDGES.

## TO-DAY AT THE CINEMA

HONG KONG

King's.  
"Madame Racketeer."  
Queen's.  
"Bought."  
Central.  
"The Love Contract."  
Oriental.  
"Palmy Days."

KOWLOON

Star.  
"Bachelor Apartment."

COMING

King's.  
"The Trial of Vivienne Ware."  
"Lily Christine."  
Queen's.  
"Fireman Save My Child."  
"Laugh and Get Rich Quick."  
Central.  
"Peach of Reno."  
"Thark."  
"Old Dark House."  
Star.  
"Alias Jimmy Valentine."  
"The Man They Couldn't  
Arrest."  
"Deadlock."  
"Beggar Student."

## SHOWING TO-DAY

At 2.30, 5.10,  
7.15 & 9.30 P.M.

**KING'S THEATRE**  
HONGKONG'S FINEST CINEMA

**SHE'D SWIPE -**

SHE LEAVES EVERY  
MAN SHE MEETS -  
richer for having  
met him!

She's a "Wife"  
who rolls you in  
laughter! That  
lovable rogue.

**Madame  
Racketeer**

A Paramount Picture  
with  
ALISON SKIPWORTH  
RICHARD BENNETT  
GEORGE RAFT  
EVALYN KNAPP

SHE MAKES MAN  
QUAKE WITH FEAR,  
MAKES AUDIENCES  
SHAKE WITH LAUGH.  
JOY!

## BOOKING AT TAN THEATRE

TEL. 25313  
& 25332

**NEXT CHANGE**  
SUNDAY, 8th JAN.

**The Radio  
Drama That  
Electrified  
The Air!**

**The TRIAL of  
VIVIENNE  
WARE**

JOAN BENNETT

Novel by Kenneth M. Ellis  
Produced by  
WILLIAM K. HOWARD  
FOX  
Picture

## SIR F. GOODENOUGH ON MARKETING

NEED OF SCIENTIFIC  
METHOD

LONDON, Dec. 3.  
Under the auspices of the Insurance Institute of London, Sir Francis Goodenough delivered an address on salesmanship on December 7. He said he was afraid that, thanks to the extremely difficult situation in the United States—a situation which, we must be careful to understand, was not one of unfriendliness to us, but rather one of bewilderment and widespread fear concerning their own almost tragic position—we were at the present moment facing a gloomy prospect as we had observed for a long time in regard to the longed-for revival of international commerce.

But while this was undoubtedly true, it would be wrong in the extreme not to feel confident that the present industrial depression and falling-off in international trade the world over would, before we were much older, pass away, and an era of active trading come again, and, he believed, in greater volume than the world had ever known before. It was our duty today not to lament our present troubles and anxieties, but to do all that we possibly could to prepare for trade revival and to be ready to obtain a rightful share for this country in world prosperity.

Marketing.

Granted that that was so, then it could not be too strongly urged that, on all hands, we should have a greater and growing appreciation of the fundamental importance of increased efficiency in marketing at home and abroad. One might say, he added, that at first sight the question of insurance was rather a question of home business than foreign business, but he knew that that was not so; that they were very much concerned with insurance abroad as well as with insurance in this country, and that insurance of cargoes to and from this country formed a very considerable share in their business. It did not form such a large share to-day as it did, but it would in future form a very considerable part of their business. Insurance was a very valuable invisible export, and it was a very important factor in producing a balance of trade. So that the consideration of salesmanship in regard to overseas insurance and insurance of overseas trade was of vital importance to the country as well as to those who were engaged in the insurance business.

We badly needed, he said, an increased appreciation throughout commerce and industry in this country of the fundamental importance of marketing, a realization that no goods or services, however high their intrinsic value, were of any value for purposes of exchange, until they had found a market. Scientific marketing was of even greater importance than scientific production, scientific management, and scientific finance. —The Times.

## TO-DAY TO SATURDAY At 2.30, 5.10, 7.15 & 9.30 P.M.

**ALLURING!**

**PERFECTION  
AT LAST**

**CONSTANCE  
BENNETT**

**BOUGHT!**

with BEN LYON  
RICHARD BENNETT  
DOROTHY PETERSON

# MOVIE NEWS

Pictures In Hong Kong.

LUCIA DI LAMMERMOOR

Mlle. VALDI'S TRIUMPH  
AT STAR THEATRE

On Tuesday night the San Carlo opera Co. gave a very good performance of Lucia di Lammermoor.

Donizetti's talent for tunefulness is shown to far greater advantage in some of his sparkling comic operas than in this sombre tragedy, and no modern audience is likely to be impressed by the dramatic qualities of his score, the chief interest in the opera, which used to delight the hearts of Victorian opera-goers, lying to-day in the scope it affords for vocal brilliance on the part of the prima donna. However, one is grateful for such a reminder of the supremacy which the human voice can attain as an instrument, both in point of loveliness and technical accomplishment, and given a good cast and the right mental attitude, one can delight in a feast of luscious tunes and vocal fireworks, without worrying about their appropriateness or dramatic significance.

The Players, in Form.

Mlle. Valdi sang delightfully as Lucia, and showed yet again what an accomplished artist she is. Her acting is well above the average, and her beautiful voice was heard to especial advantage in the Mad scene, which constituted a tour de force for both singer and flautist. The latter also played excellently in Act I.

M. Royo sang well as Edgardo, and M. Scamuzzi sang less noisily than usual, and therefore more effectively, as the black hearted Enrico. However, his phrasing in the "miserere" was very well, by his shouting.

Not Very Scotch!

The smaller parts were only moderately well sung, while the chorus made no attempts to act, looked rather ridiculous and not at all Scotch, and sang less well than usual.

However, the opera depends to such an extent on its pathetic heroine, and Mlle. Valdi rose to such heights in the part, that one can easily pardon all the faults, which are so much easier to point out than to correct, and be very thankful indeed for a performance which gave great pleasure.

Carmen.

Last night Carmen was given, and to-night's opera is Madame Butterfly.

## FIRE FIGHTING FILM

STAR PLAYER HAS TWO  
LUCKY ESCAPES

Twice within twenty-four hours, the old circus man's instinct for taking care of himself in emergencies saved Joe E. Brown from probable serious injury while at work in "Fireman, Save My Child," the First National picture coming to the Queen's Theatre on Sunday.

Joe was called upon to drive at top speed around a corner in a roadster. Another car got in the way and Brown had to make a wider turn than he expected in order to avoid a collision. His car skidded, mounted a prop sidewalk and stopped short, just before smashing into a large plate glass window in a studio store front. The day before, Joe, as the village fire chief, urging the horses of his old fashioned fire truck, cut a corner so close that he was jolted from the driver's seat. Hanging by a foot and holding tight to the reins to prevent a runaway he saved himself from falling until a second fire wagon, hot in pursuit, swept alongside. An arm reached out and pushed Joe back into the driver's seat. Then both wagons were brought to a halt and Joe had a chance to catch his breath. The scene of course had to be shot again. "Fireman, Save My Child" was directed by Lloyd Bacon and includes Evalyn Knapp, Lilian Bond, Guy Kibbee, George Meeker, Andy Devine and Richard Carle in its large cast.

(Continued on next column)

## FILM NOTES FROM LONDON

BRITISH FILMS FOR THE  
COLONIES

(Special Air-Mail Service)

LONDON, Dec. 14.  
The British United Film Producers Company, which was formed last year to implement a scheme supported by the Colonial Office for the distribution of British films in the Colonies, has made rapid progress in its first year of operation. Up to October 31, 1932, some 80 separate programmes have been sent by the company to the Colonies. In addition a number of British news reels have been sent, bringing the total amount of British films sent to the Colonies since the company started to well over 1,000,000 ft., including some 30,000 ft. of educational and instructional material. In both Dominions and Colonies there is an increasing desire for British films.

## PEACE PROPAGANDA BY FILM

Britain is to take part in a competition between fifty of the principal nations for what amounts to the equivalent of a Nobel Peace Prize in the film world. On Dec. 8 the names were announced of the members of the English Literary Jury who will select a British film story for competition. The prize of 150,000 francs (£1,900) will be offered annually by the International Film Committee known as the Cidale (Comite International pour la diffusion artistique et litteraire par le Cinematographe), representing fifty nations, for the best film story calculated to bring about better understanding between the peoples of the world. Last year the prize was awarded to a story entitled "La Haine Qui Meurt" ("The Hate That Dies"), which is now being produced by the Gaumont-Franco-Film-Aubert at Nice.

## FROM SUNDAY

He'll Drive  
You C-a-r-a-z-y  
with Laughter!

**JOE E.  
BROWN**

**FIREMAN  
SAVE MY  
CHILD**

A First National & Vitaphone Film

## A JAPANESE STAR

Graz Opera House, Vienna, from which more than one Vienna opera star has graduated to the State Opera in Vienna, was the scene of a remarkable performance by a young Japanese artist, Madame Michiko Meinel-Tanaka, on Dec. 3, in the title role of Puccini's "Madame Butterfly." It was the first time in Austria that a Japanese artist has played this part. Her success was immediate, her acting was dramatic, her every movement fascinatingly natural, and like her costumes, real Japanese, to an extent that a European cannot hope to achieve. She sang in German.

## MR. HENRY AINLEY'S SON MARRIED

Mr. Richard Charles Ainley, the younger son of Mr. Henry Ainley, the noted actor, was married to Miss Ethel Gladys, the young Shakespearian actress, who is 25 years old.

# ORIENTAL THEATRE

TO-DAY-FRIDAY and SATURDAY

THE SEER WHO SAW A LOT OF DOUGH  
IN DOUGHNUTS!

He was a fortune teller, a seer, a wizard who knew too much!

His big worry was dough, money and crooks!

**COLONYN  
CANTOR**

**PALMY DAYS**

CHARLOTTE GREENWOOD

LOADED WITH LAUGHTER AND PACKED WITH  
TAMARINE ORANGE

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# STAR

TO-DAY TO SATURDAY  
At 2.30 & 5.20 ONLY

**BACHELOR  
APARTMENT**

A Sparkling Comedy

LOWELL SHERRILL

AT 5.20

The Italian Opera

MADAME BUTTERFLY











## NEW ADVERTISEMENTS

**NOTICE**

VICTORIA Road between Cadogan Street, Kennedy Town, and Mount Davis Road is CLOSED to traffic from the 5th January, 1933, until further notice.

E. D. C. WOLFE,  
Inspector General of Police.  
Hongkong, 4th January, 1933. [102]

## HONG KONG AUTOMOBILE ASSOCIATION

Notice of CHANGE of Address.

COMMUNICATIONS to the Association, should now be sent to:

The Hon. Secretary,  
HONG KONG AUTOMOBILE ASSOCIATION,  
c/o Messrs. LINTAS & DAVIES  
Gloucester Building,  
Hong Kong. [103]

**NOTICE.**

WE hereby give notice that as from the 1st January, 1933, the business of the undersigned will be carried on under the firm name of Hastings & Co.

HASTINGS, DENNIS & BOWLEY.  
1st January, 1933.

**NOTICE.**

WE hereby give notice that the interest and responsibility of Mr. H. L. DENNIS in the undersigned firm ceased on the 31st December, 1932.

HASTINGS, DENNIS & BOWLEY.  
1st January, 1933.

**NOTICE.**

I have this day opened my office as a Solicitor, Notary Public, Proctor, Conveyancer, Patent & Trade Mark Agent under the style of Dennis & Company. My temporary office will be Chung Tin Building, Des Voeux Road Central, First Floor.

Dated the 3rd day of January, 1933.

H. L. DENNIS. [143]

**NOTICE.**

ARTHUR PIERCE has this day been authorized to sign for the Company "per prostration".

JARDINE, MATHESON & Co., Ltd.  
Hong Kong, 1st January, 1933. [146]

**NOTIFICATION.**

REGISTRATION OF BRITISH SUBJECTS FOR THE YEAR 1933.

THE attention of British subjects resident in the Canton Consular District is directed to the provisions of Article 215 of the China Order in Council, 1880, which provides for the compulsory annual registration of all British subjects during the month of January.

British subjects are requested either to present their passports personally, or send them by a responsible British subject to this Consulate-General between the hours of 10 a.m. to 1 p.m. and 2 p.m. to 4 p.m. in order that the endorsement of registration may be made thereon.

Attention is drawn to the irregularity of entrusting British passports to any person not of British nationality, and under no circumstances should these documents be transmitted by post or by hand.

HERBERT PHILLIPS,  
Consul-General.

H. B. M. CONSULATE-GENERAL,  
CANTON.  
January 1st, 1933. [144]

**NOTIFICATION.**

BRITISH shipowners whose vessels are playing in the waterways within the Canton Consular District are hereby reminded of the provisions of the Canton Consular District General Regulations of the 19th May, 1915.

Of the relevant extracts from the Regulations may be obtained on application to this Consulate-General.

HERBERT PHILLIPS,  
Consul-General.

## THE YULETIDE SPIRIT



A rare Old Scotch Whisky is DEWAR'S, a Real Aristocrat. . . . . blended and ripened by men of skill and experience. DEWAR'S stands supremely alone in its perfection of Bouquet, Flavour and Strength.

DEWAR'S  
"WHITE LABEL"

IT  
NEVER  
VARIES.

Sole Agents:  
A. S. WATSON & CO.,  
LIMITED.  
Established 1841.

## MARRIAGES.

D'HOOGE DE LA GAUGUERIE—KEE. —On Wednesday, December 28, 1932, at the French Consulate and after at St. Joseph's Church, EDWARD D'HOOGE DE LA GAUGUERIE to CELESTE KEE, nee MALLERIE, both of Shanghai.

MISSEMER—NAVAREO.—On Thursday, December 29, 1932, by Judge Milton D. Purdy at the U.S. Court for China, GEORGE W. MISSEMER to IRADIA NAVAREO, both of Shanghai.

Editorial and Business Offices: 11, Ice House Street, Tel. 30251.  
Night Editor (Wanchai Office): Tel. 24511.  
London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, JANUARY 5, 1933.

## "WHEEL TO STARBOARD"

World events of an alarming and significant nature have diverted attention from a small reform of no little moment to that important section of the community out East, the Merchant Service officers and seamen. We refer to the new style of helm orders which came into force on January 1st, under Act of Parliament, and were enforced in the Colonies by ordinance of the respective Governments.

Orders to seamen have hitherto been given in terms of the helm. This was the safest and most convenient system in the days of sail, when the ship was handled from the poop and the officer in charge could see the helm itself and tell at a glance whether his orders were obeyed. The steering wheel conveyed nothing of the rudder's position, and the helm was the infallible guide. Moreover, in the event of the ship at any time gathering stern way after being "taken aback," a helm order had every advantage over directions based on the turn of the wheel.

When, however, the steamship's helm was hidden in the depths of the ship and the vessel was entirely handled from the fore-bridge, then confusion was likely to arise. To say, "hard-a-port," when both wheel and ship's head went to starboard was making for trouble. No one could see the advantage of a change.

Over and it has been discussed for years. There were, however, two big arguments against the reform, and until this year they held the field. In the first place it was urged that the so-called anomaly presented no real difficulty to the practical seaman, who always thought in terms of the helm and not the wheel. The instinct to do so had become, it was suggested, deep-rooted, and the other method was land-lubberly and a betrayal of the traditions of the sea. These traditions weigh more heavily than the seafaring community likes to admit. The sea induces conservatism and a worship of the past. The old way was linked with the clipper and the three-decker, and a curious pride urged a retention of something obsolete and even confusing, but, for these very reasons in the nature of true seamanship! There is no suspicion ashore that seamanship often consists in doing a job in a difficult rather than a straightforward manner, and a refusal to make full and obvious use of a device that simplifies the old lore of sails and yards. In order to conceal any latent prejudice the real difficulty of the change, namely, confusion and uncertainty during the transition period, was urged with particular vehemence, emphasis being laid on the fact that the old way worked all right in practice.

Now the plunge has been taken. "Wheel to starboard" and "Wheel to port" are the orders that must be given in British ships, under pain of legal penalties. Naturally in Hong Kong, a deep sea and river port, the prospect of the change has aroused some apprehension, and we noticed that the Kausing not only had steam up yesterday morning, but her safety valves were lifting! Fortunately in Chinese launches no problem arises. In these craft, the matter of fact quality of the Chinese people has always prevailed, and the orders to the helm are "wheel to red" or "wheel to green," the side-light colours acting as the guide.

One more link with the past has been broken, and there is no Joseph Conrad to voice regrets for the days of decks white as the sails, and for all the romance of those clear ships, where the clank of machinery was unknown, and the anchor was weighed by the sound of fiddle and shanty. It is a pretty brutal sea, and a better picture, but no more. Naval captains were great gentlemen, like Joseph Conrad, and the life more often than not was harsh and brutal. The sea is a better profession now than it was, and the decent, self-respecting man who handles our modern ships, for all that they are glad to say, "wheel to starboard," instead of "hard-a-port," are in no way lacking in sea sense that navigates the red ensign ships with clock-work precision to all the harbours of the world.

## JAP. DIET OPENED BY EMPEROR

## SERIOUS PROBLEMS

## LARGEST BUDGET IN JAPAN'S HISTORY

Tokyo, Dec. 26.—Faced with the necessity of adopting the greatest budget in the history of the Japanese Empire and with growing uncertainty regarding the eventual success of the Japanese programme in Manchuria, Emperor Hirohito, youthful ruler of upwards of 30,000,000 Japanese and subject peoples and "spiritual father of 30,000,000 citizens of the independent state of Manchukuo," convened the 64th session of the Imperial Japanese Diet to-day.

His Majesty drove to the old temporary parliament building, near Tokyo's widely known Imperial Hotel, in a gorgeous state coach of black and maroon lacquer, drawn by four sleek chestnut horses, and escorted by a detachment of lanciers, and declared the session of parliament formally convened in an address from the throne calling on the legislators to perform their duties in accord with the provisions of the Constitution.

The Diet convened preliminarily for organization purposes December 24. Yesterday was a holiday, anniversary of the Emperor's assumption of the throne on the demise of his father, the late Emperor Taisho, on December 25, 1926.

**Diplomats Present.**

The formal opening to-day was colourful in the extreme, with the highest figures of the Empire participating and members of the diplomatic corps, including the American ambassador, Mr. Joseph Clark Grew, in the tribune reserved for the representatives of the treaty powers. His Majesty left the Chiyoda Castle, most encircled Imperial Residence near the center of Tokyo, shortly after 10 a.m. and was met at the entrance of the parliament building by the venerable president of the House of Peers, retentive and genial Prince Iyesato Tokugawa, head of the family which for centuries ruled Japan, and kept the ancestors of Emperor Hirohito virtual prisoners in the old capital of Kyoto. Prince Tokugawa became of his clan shortly after the restoration of the Imperial Family to full power, following the opening of Japan by Admiral Perry of the United States, and has been a foremost supporter of the Imperial regime all his life.

After formal greetings, Prince Tokugawa escorted the Emperor, who wore the plain mustard color field uniform of a generalissimo of the army, to a dais fronting the assembled houses of parliament. Members bowed their heads in "reverential homage" as His Majesty read his stereotyped rescript.

Because of the approach of the New Year holiday, the Diet sessions will be suspended after a few formalities. The Diet will reconvene in mid-January, hear the ministerial addresses, and then adopt the budget which totals 2,239,325,728 yen (the yen at par exchange is approximately 50 cents gold but recently has been at levels around 20 cents).

## Budget Figures Final.

The budget estimates were completed November 25 and will not be changed. They have been defended by the minister of finance, K. Takahashi, against bitter attacks from commercial interests which assert the nation is faced with certain bankruptcy if national expenses are not pared down. Mr. Takahashi explained that the Manchurian adventure proved even costlier than expected but pleaded "inevitable necessity," and approved demands for the army for the largest peace time appropriations in history.

The ministerial address this year will be particularly interesting as both Admiral Viscount Makoto Saito, venerable prime minister of the present "National Cabinet," and Count Yasuoka, minister for foreign affairs, are expected to comment at length on the situation in Geneva.

## Cabinet Sale.

The address of the minister of finance will draw equal interest as a growing section of the commercial world has demanded measures to strengthen the yen and stabilize its exchange rate on the United States dollar. A "pegged" yen is essential to Japan's international trade in the opinion of bankers and industrialists.

The threat of a military dictatorship, possibly veiled under the name of a national socialist movement, has been constant in Japan for more than a year and both the Seiyukai and the Minseitō, second largest political party, probably will be loath to create any situation which would offer an opportunity for the extremists to seize power. The Saito cabinet has the full support of the Emperor and his advisers, and the best political observers believe it will continue in power for months to come, provided the Premier's health does not become worse. Viscount Saito is past 70 and the strain of office has told on him.

Sessions of the Diet will continue until March.

## ★ News and Views ★

## The Perfect Cash Register.

A garage owner in California has a steam whistle which blows every time the cash register is punched, just to let people know when business is picking up. Some may like to calculate how many such tools it will take to equal the blast of another popular steam whistle—the one which calls workmen to the factory.

## What Russia Reads.

The Soviet Union in 1931 spent over \$1,000,000 on foreign books. Most of this sum was applied to the purchase of natural science and technical works. Books on such cultural subjects as fiction, art, music, poetry and biography were reduced to a negligible minimum, as may be judged from the following figures regarding the distribution of the imported books: technique and precise sciences, 65 per cent.; economics and politics, 16 per cent.; agriculture, 13 per cent.; medicine, 4 per cent.; miscellaneous, 9 per cent. This absence of opportunity to purchase and read new books on cultural themes is one factor which emanates, as may be judged from the intellectual and aesthetic life of the West.

## Lightning Dangers.

Experiments on the harnessing of lightning have been carried out with artificially produced electric flashes in the Westinghouse General Electric and other laboratories throughout the world for some time past. But now considerable data from these experiments, obtained directly from nature, may soon be available. For a scheme, whose main object will be the study and possible control of the lightning danger, is on foot in South Africa.

For months the South African Institute of Electrical Engineers, one of the largest professional bodies in the country, has been engaged on the preliminaries of the ambitious task of combating the lightning menace. To obtain a clear idea of the grim vagaries of lightning in South Africa, it may be mentioned that while, on an average, some parts of England experience about four storms a year, most parts of South Africa, particularly Johannesburg, one of the greatest lightning areas in the world, have at least ten times that number.

## The Draught Problem.

A well known writer on the subject of health remarks in a Home paper that it has never been discovered why people are so widely different in their views on draughts and "frowns," why some people can work comfortably in a temperature which is unbearable to others, why some people want windows down and others want them up. He might have added that if science could discover the reason for these wide differences, and having discovered it, could induce in mankind a general agreement, one of the most prolific of all causes of difference and dispute would be taken away and the power of some people to make others acutely miserable would be decreased enormously.

Some judges have been notorious for the suffering they have caused to people in their courts by their eccentric ideas on the subject of heat and cold. Probably more quarrels have raged round the railway carriage window than any other subject of contention, and the difficulties which have been going on for many years about ventilation in the Palace of Westminster have cost a great deal of money, besides being responsible, directly or indirectly, for a good many "scenes in the House." And no two people should be allowed to marry until it has been ascertained that they have views on the subject of "draughts," which can at least be adjusted by reasonable compromise. One man's "draught" is another's "fresh air."

## Eats and Helmets.

Why does a man take off his hat on entering a house? Because he is maintaining the custom established in the days when a knight always removed his helmet, to show that he relied upon the protection of his host as long as he remained under his roof.

In the same way we remove our hats when we go into a church, because the knight doffed his helmet to show he was not afraid of being attacked in the house of God, and in due course out of respect to the Real Presence.

Jews do not remove their hats in their synagogues, because, since the destruction of the Temple at Jerusalem, the Supreme Being is supposed to abide in their ordinary places of worship.

Why do we shake hands? Because in the olden days adversaries grasped hands during truce as a precaution against treachery, and in the same way, friends shook hands to show there was no evil intended. We remove our gloves first, just as the knight removed

(Continued on next column.)

## New York's Ex-Mayor.

Mr. "Jimmy" Walker, the ex-Mayor of New York, is probably already enjoying the hospitality of the Maharajah of Mysore.

The Maharajah of Mysore was entertained officially by Mr. Walker in New York City when he was the Mayor, and on that occasion "Jimmy" Walker did not curb his extraordinary flair for showmanship. By the big-scale public receptions he staged for notable visitors he gained a reputation for being the most "spectacular" Mayor in the world.

## Extravagance Cut Short.

In New York during Mr. Walker's mayoralty, municipal government entailed extravagant expense, the extent of which may be gauged from the retrenchment measures adopted after Mr. Walker's resignation, by his successor.

Reduced his own salary from \$40,000 a year to \$25,000.

Reduced the salaries of all other city officials to a maximum of \$12,000, saving several hundred thousand dollars annually.

Laid up an \$18,000 saloon car bought by the city for Mayor Walker.

Told two chauffeurs, maintained by the city for the Mayor's use, that they would be put at other and more useful work.

Took an important city printing contract away from a firm which is closely allied with Tammany and gave it to another firm which bid \$50,000 less.

## President Roosevelt the First.

Mr. Franklin Roosevelt's election as the U.S.A. President recalls the earlier Roosevelt, the great Theodore, whose methods of doing diplomatic business at White House are referred to in the following extract from Smalley's transcription of the plaint of an Ambassador in Washington.

Your President thinks nothing of sending for us at any hour of the day or night. It is not usual that the personal representative of a sovereign should be sent for, but we waive that and go. Once at the White House he says to us whatever comes into his head. We are lectured, chided for our own faults or those of our Governments, told to behave better in future, and so dismissed. We do not take offence. We recognise the good intentions of the President. We know that he cannot always control his impulses or confine his apostolic mission to purely domestic affairs. But we do not think it is a good way of doing business nor one that tends to smooth away diplomatic differences.

## Eats and Helmets.

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(Continued on next column.)

## DIARY OF LOCAL EVENTS

## TO-DAY

(January 5).

(XII Moon 10th day).

Lammer's Auction, Property, Sales Room, 3 p.m.

Concert of Vocal and Instrumental Music, Helena May Institute, 8.30 p.m.

## Sport.

Hockey:—Mamak Tournament: 24th Battery v. H.M.S. Wishart, U.S.R.C. ground, 2.30 p.m. Friendly: Y.M.C.A. Ladies v. St. Andrew's Ladies, D.G.S. ground, 6.30 p.m.

## Theatres.

King's: "Madame Racketeer." Queen's: "Bought." Central: "The Love Contract." Oriental: "Palmy Days." Star: "Bachelor Apartment." Majestic: "The Doomed Battalion."

Italian Opera Co.: "Madame Butterfly." Star Theatre, 9.15 p.m.

Tea Dances at Hong Kong Hotel, King's Restaurant, and Gloucester Building.

Dinner Dances at Peninsula and Hong Kong Hotels, and King's Restaurant.

Sunrise:—7.04 a.m.; Sunset: 5.53 p.m.

Tides:—High at 2.23 and 17.12; Low at 9.33 and 23.44.

## FRIDAY

(January 6).

(XII Moon 11th day).

Epiphany. Lammer's Auction, Furniture, 18, Hart Ave., Kowloon, 10.30 a.m. Crown Land Sale, District Office South, 11 a.m.

Meeting of Creditors of Shanghai Co., Ltd., 3 p.m.

V.D.M.A. reception to Bishop of Victoria, Helena May Institute, 4.30 p.m.

St. George's Ball, Peninsula Hotel, 9.15 p.m.

## Sport.

Billiards: Steel, Coulson League, C. and P.O. Club v. Royal Engineers; St. Patrick's v. Royal Artillery; Borderers v. Palaco Hotel; Garrison Sergeants v. Police.

Hockey:—Mamak Tournament: Veterans v. 12th Battery, Naval ground, 4 p.m. Friendly: H.K. Hockey Club v. A. v. Club de Reaoire, King's Park, 3 p.m.

Chess:—Kowloon Chess Club, C.R.S., 5.30 p.m.

Entries Close for Macao's First Extra Race Meeting, 4 p.m.

## Theatres.

Central: "Love Contract." Queen's: "Bought." King's: "Madame Racketeer." Oriental: "Palmy Days." Star: "Bachelor Apartment." Majestic: "Doomed Battalion." Italian Opera Co.: "Faust," Star Theatre, 9.15 p.m.

## Dances.

Tea Dances at Gloucester Building, Hong Kong Hotel and King's Restaurant.

Dinner Dances at Hong Kong Hotel, King's Restaurant and Peninsula Hotel, and Gloucester Building.

## Principal Mails.

Inward:—From America, Pres. Van Buren.

From Australia, Taiping.

Outward:—America and Europe via Siberia, Pres. Madison, 6 p.m.

Australia, Brisbane Maru, 3.30 p.m.

his gauntlet as a token of confidence.

Why do porters and brakemen employed by certain railways wear scarlet neckcloths? Because in the days of the Great Northern Railway a porter once averted a collision with an improvised danger signal made by covering a white light with the scarlet neckcloth he happened to be wearing at the time.

The following cases of notifiable disease were reported last week: Small-pox 5, (3 deaths); diphtheria 1; enteric 1; (1 death); meningitis 4, (2 deaths). Deaths from pulmonary consumption totalled 45. On Monday three cases were reported, one each of small-pox, diphtheria and enteric.

There will be a Piano and Song Recital by Mr. and Mrs. A. M. Brown-Smith at the Helena May Institute on Tuesday, January 17, at 8.30 p.m. This takes the place of the concert originally fixed for the 19th, owing to the latter date coinciding with the matinee of "The Fountain of Youth" at the Grand Theatre. The public is as usual. Will those wishing to reserve tables for tea, please telephone Matron 21100.

## Local and General

Mr. J. T. Bagram (Consul-General for Siam in Hong Kong) is the recipient of the 3rd Class of the Order of the Crown of Siam.

The opening ceremony of the new Chi Kiang Iron Bridge, connecting Canton and Honan, which was to have taken place on New Year's Day has been postponed to February 1, owing to a section of the work being incomplete.

According to a report made to the police, a sum of \$500 was stolen by four robbers who entered 478, Queen's Road West, yesterday morning. The intruders bound and gagged the occupants and opened a safe from which they stole the money.

Sentence of nine months' hard labour was imposed by Mr. Schofield, at Central Magistracy yesterday on a Chinese, stated to be a deserter from the Canton police, for the theft of clothing from Chinese dwelling houses. The defendant was arrested by Mr. Ho Leung's chauffeur on New Year's Day, while in the act of stealing tools from Mr. Ho's car.

By the departure of Mr. O. R. M. Rickards for Swatow yesterday, the Colony has lost one of the most promising apprentices. Mr. Rickards was an Oxford University student who had been studying at the University of Hong Kong, and was a member of the Hong Kong Cricket Club, having taken 34 wickets for 200 runs this season.

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# FIGHT FOR SHANHAIKWAN

## JAPANESE ATTACKS TWICE REPULSED

### CHANG'S REPLY TO JAPAN'S ULTIMATUM

(Continued from Page 1).

[THROUGH REUTER'S AGENCY.]

PEIPING, Jan. 4. Replying to the Japanese ultimatum, Marshal Chang Hsueh Liang says that the Japanese must bear the responsibility for the Shanhaikwan episode since they instigated it. He declares that the Chinese, although provoked, did not resist until the Japanese rushed their troops towards the city and tried to scale the walls.

#### GENEVA CIRCLES PERTURBED

SHANGHAI, Jan. 4. Developments in North China are giving rise to alarm throughout the world. Geneva messages reveal that League circles are greatly perturbed at the assumption of hostilities, fearing that they will completely destroy any chance of effective conciliation by the League.

In the meantime, Shanhaikwan has quieted down. A Japanese Legation spokesman at Peiping this morning issued a statement that the Japanese are ready to reach an amicable compromise if the Chinese are also ready. There is no sign of panic in the Peiping area. The atmosphere remains calm, as it has been in the past few weeks. The general belief is that the Japanese are not likely at present to come further south now that Shanhaikwan is in their hands.

#### BRITISH CONSERVATIVE OUTLOOK

LONDON, Jan. 4. In a leading article headed "The League and Japan," the Daily Telegraph remarks that the hostilities at Shanhaikwan are not only regrettable, they are bound to increase the anxiety felt in British official and political circles regarding the outcome of the Manchurian controversy.

The paper considers that it would be lamentable if the Committee of Nineteen were deflected by the renewal of hostilities from seeking to reconcile the views of Nanking and Tokyo on the future status of Manchuria.

#### LEAGUE'S POWER OF RESTRAINT

The journal also deprecates the attitude of those who are urging the League to take drastic action against Japan and says that Japan outside the League would be far less subject to restraint, while the threats of a Japanese march to Peiping would then take on a substance which it does not at present possess.

#### BRITAIN'S POSITION

In any event, the Daily Telegraph adds, Britain has no reason to embroil herself with her old proud friend and former ally, who is rightly regarded as the main bulwark against Bolshevism in the Far East.

#### NO COMMENT BY MR. SUN FO

SHANGHAI, Jan. 4. Mr. Sun Fo, who will shortly assume his post as President of the Legislative Yuan, issued a statement to the North China Daily News with regard to the Shanhaikwan hostilities, declaring that he will present no proposal on his return to Nanking as the situation now rests in the hands of the Military Council.

#### A GRIM STRUGGLE

PEIPING, Jan. 3. (Delayed in transmission). The Japanese attackers succeeded in breaching the city wall at Shanhaikwan, but when they attempted to enter the city, they were greeted with a hurricane of machine-gun fire and trench mortar explosions from the Chinese defenders of the city. Following several hours of fierce fighting, the Japanese were repulsed.

General Ho Chu Kuo telegraphing from Chinwangtao stated that up to two o'clock all was quiet. The Japanese having withdrawn while the Chinese troops were repairing the defenses in expectation of another attack.

There are now nine warships bottled up in the harbor of Shanhaikwan. According to the estimate of very reliable quarters, there are at present more than 5,000 Japanese troops within the Great Wall participating in the offensive against the walled city.

#### JAPANESE REPULSED TWICE

PEIPING, Jan. 4. Authentic information has been received now throwing light on the exact situation at Shanhaikwan. It is revealed that after being repulsed twice, the Japanese troops launched a third attack yesterday afternoon, as a result of which they captured the city.

Shanhaikwan is now declared to be nothing but smoking ruins in which five hundred Chinese troops were wiped out by the Japanese troops employing tanks during two hours of very fierce street fighting.

Almost the entire south wall of the city has been flattened by shell-fire. The Chinese forces have withdrawn and are now reformed about one mile southwest of the city. They are prepared to offer further resistance.

Terribly as the Chinese troops suffered, it is stated that the civilian population suffered worse and casualties cannot be properly estimated yet, but must be enormous.

It is reported that three more Japanese warships have arrived in Chinwangtao and an attempt was made to land the Japanese marines, but was repulsed by the Chinese. It is also reported that a Japanese aircraft carrier has arrived at Ainkang.

#### YEN SENDING COMMUNICATION TO LEAGUE

GENEVA, Jan. 4. The League quarters are naturally greatly perturbed over the reports of the resumption of hostilities in the Far East. It is felt that the present developments in Shanhaikwan have completely destroyed such slender chances as may have existed of effective conciliatory action.

In the absence of the chiefs of the various delegations, the Secretariat has not yet been officially informed of the details of the Shanhaikwan happenings, but Dr. W. W. Yen, the Chinese Chief Delegate, has returned to Geneva and is sending a communication to the League this evening.

#### TOKYO WAR OFFICE STATEMENT

TOKYO, Jan. 3. The Japanese War Office this afternoon issued a surprising statement to the Press, declaring that the Shanhaikwan clash is the outcome of a decision reached at Nanking to provoke Japan to fight, thereby compelling the League to act.

The statement asserts that future developments depend entirely on the Chinese attitude.

#### JAPANESE CAPTURE SHANHAIKWAN

TIENTSIN, Jan. 4. According to Japanese reports, which are confirmed by the most reliable foreign sources, Shanhaikwan was captured by Japanese infantry after fierce fighting, shortly after 3 o'clock yesterday afternoon.

Despite their promise to issue a further statement locally concerning the Shanhaikwan situation, the Japanese authorities have made no announcement.

#### GERMAN COMMENT

BERLIN, Jan. 3. The latest developments in the Far East have attracted considerable attention in the Press. The Vossische Zeitung remarks that the Japanese explanations must be accepted with scepticism in view of previous events and the Lytton Report.

It adds that the Japanese are confronted by a foreign political constellation holding comparatively few dangers for them at present. There is, the journal remarks, no doubt that a political battle is developing in Eastern Asia which will deeply influence European politics.

#### "BOX IN THE EARS"

The Boreen Zeitung declares that French and Czechoslovakian factories are turning out weapons and ammunition wholesale for China and Japan.

The Tages Zeitung considers the events at Shanhaikwan to be "a terrible box in the ears for China and no less so for the League, which will await with mixed feelings the inevitable protest from Nanking."

This journal believes that the League and America are to be shown clearly, by this latest military operation, that Tokyo is acting without the slightest regard for the League.

# CAIRO CABINET RESIGNS

## BUT PREMIER REFORMING MINISTRY

[THROUGH REUTER'S AGENCY.]

CAIRO, Jan. 4. THE Sidky Pasha cabinet has resigned, but the Prime Minister is reforming the ministry by replacing three ministers.

# TOKYO'S MILITARY FESTIVAL

## GOD OF WAR IN TOPICAL ARRAY

TOKYO, December 30.—Part of the ceremonies held by the First Infantry Regiment for the purpose of celebrating the 58th anniversary of the receipt of the regimental colours consisted of the erection, in the regimental barracks, of a huge effigy of Shotoke, the Japanese God of War. In itself, this would mean nothing unusual, for the worship of Mars has always been present in this country in one form or another, while the homage paid to this destructive deity, ever since September, 1931, has been on the constant up-grade. In the present case, however, this God of War, Shotoke, was represented as brandishing a big sword, its foot was on a dead bug (which the Japanese call Nankin-mushi, or Nanking flea-intended, of course, for China), while on his back Shotoke carried a portmanteau labelled "Manchukuo." The figure of Shotoke further was decorated with ideographs to represent the "Invincible Japanese Army."

(Continued on next column).

# NO PEACE NEGOTIATIONS

PEIPING, Jan. 4. A SPOKESMAN states that the Chinese side has not yet been approached for negotiations by the Japanese authorities in North China, as indicated by Tokyo.

the Geneva resolutions, solely in accordance with vital Japanese interests.

# FRENCH ATTITUDE

PARIS, Jan. 3. French policy in regard to the Sino-Japanese issue remains, as it should be, left in the hands of the League, although the Socialist journal Populaire again urges that Japan should be threatened with an economic boycott.

# QUO TAI CHI SPEAKS OUT

LONDON, Jan. 3. Mr. Quo Tai Chi, the Chinese Minister to London, in the course of an outspoken interview on the eve of the departure for Geneva, declared that every successive session of the League had opened to the echo of Japanese guns.

Now they were thundering at Shanhaikwan, the gateway to Peiping and Tientsin.

"Since the publication of the Lytton Report, the League had been unable to plead lack of impartial facts, and the time has now come for a show-down."

The League had shirked its duties for fear of a Japanese threat of withdrawal, but the League, crawling under the iron heels of the militarists of Japan, was unworthy of existence.

# BREAKING POINT

"Our patience is strained to the breaking point," declared Mr. Quo Tai Chi, "and unless reasonable progress is made effectively to apply League principles, we may be forced to reorientate our policy."

The Minister concluded by paying a tribute to the general sentiment in Britain on the side of justice and peace.

Seen by Reuter's representative subsequently, Mr. Quo Tai Chi alluded to the likelihood of his demanding an early meeting of the Committee of Nineteen if the situation develops in Manchuria.

# PART OF GENERAL PLAN

He asserted that the Shanhaikwan move was part of a Japanese scheme to restore P. Y. to the Chinese, and to cover the whole of China north of the Yellow River. "But this time there will be strong resistance," said the Minister, "as at Shanghai last year."

If Geneva disappointed China, she would adopt an altogether different policy, because there was no common ground for conciliation.

# FRENCH LINER ON FIRE

## FIVE SHIPS STANDING BY VESSEL IN CHANNEL

[THROUGH REUTER'S AGENCY.]

PARIS, Jan. 4. RECALLING the tragedy of the m.v. Georges Phillips, the 40,000 ton luxury liner, Atlantique, took fire while in the English channel en route to Havre for refit. Five ships are standing by and the crew are abandoning the vessel. There are no passengers aboard.

# Just Horseplay!

Of course, all this is not intended to throw salt on the already raw wounds of China, for it must not be forgotten, as Mr. Matsukawa and so many other eminent Japanese diplomats have so often told the world, that Japan dearly loves China. It was possibly just a little bit of horse-play on the part of some of the younger and less matured boys in khaki here. Still, if Chinese did any such thing, protests would be forthcoming and even marines might be landed. One hasn't to delve too far into the recent past for precedents.

However, whether horse-play or not, the fact remains that high officers, such as General Hanzo Kanaya, Chief of the Army General Staff, and General Jiro Oba attended the First Infantry Regiment's celebrations.

# War Trophies.

A number of "war" trophies were also on exhibition, including arms and other articles alleged to have been captured from General Ma Chao Shan, the hero of the Nani River battle. Thousands of school children, boys and girls, were specially invited to see all these manifestations of national glory and, as a special treat, they were entertained to an exhibition of how "bandits" are moved down by machine-guns and of Japanese infantry in action with bayonets. The Japanese papers conclude by saying that the celebrations proved to be an immense success and that the visitors, "of all ages and of all ranks, returned home, deeply impressed with the strength of the country and the determination of the Army to carry out the national programme pre-destined for this country from the ages of the gods!"

# SILVER MARKET

## LONDON PRICES

(From Our Own Correspondent.)

LONDON, Jan. 4.

CLOSING SILVER PRICES IN LONDON TO-DAY WERE:—

SPOT ..... 16.0/16

FORWARD ..... 16.5/8

# ANOTHER PLOT IN SPAIN?

## POLICE FRUSTRATE EXTREMIST CONSPIRACY

Barcelona, Dec. 30.—The discovery of a plot to upset the republican government, said to have nationwide ramifications and to be engineered by revolutionary extremists, was announced to-day by police here.

Numerous army officers and men were declared to be involved. The revolt, the authorities said, was scheduled to break out sometime in January upon the declaration of a general strike by railway employees, who have been agitating for higher wages.

The police here said a quantity of bombs had been found and connected with the plot. They described it as an anarcho-syndicalist rebellion headed by Juan Marias Casero. This man was arrested in his lodgings and there police reported having found bombs and ammunition.

Several other known extremists were arrested also. The authorities said the situation was completely under control.

Barcelona was the scene of much violence last spring during an outbreak of anarchist and syndicalist violence, and troops were dispatched here, but the Sanjurjo military revolt of last August centered at Seville.

# TO IMPROVE SHIPPING INDUSTRY

NANKING, December 28. The Ministry of Communications is making preparations for the calling of a National Navigation Conference to frame measures for the improvement of the shipping industry. It is learnt that the regulations and procedure for the proposed conference are now being drafted by the Navigation Department and a date will be set for the meeting as soon as these have been completed.

# THE FUTURE OF CHINA

## YANGTZE VALLEY AS NATIONAL NUCLEUS

## RESTORE IT AND THE BEST COME IN!

[THROUGH REUTER'S AGENCY.]

Two interesting views of the future of China appear in copies to hand of the Times. Mr. O. M. Green expresses a commonsense Western view, but how far will Chinese opinion acquiesce.

Mr. G. W. Swire of London writes:— I assume that Mr. O. M. Green, in his interesting letter of November 21, wishes the Chinese Government to content itself first with the consolidation of its position and the restoration of law and order in the rich Yangtze provinces, so that they may form a core of prosperity and strength, round which the other provinces will gradually group or be made to group themselves, and that in that way the unification of the country, which we all want, will be best brought about.

Conversely, I assume that he does not subscribe to the theory that the natural destiny of China is one state on the Yangtze, another, say, in Peiping, and another in Manchuria. If my assumptions are correct, I am glad for once to be able to express my complete agreement with him.

## "If China Were United."

Mr. O. M. Green's reply follows:— In answer to Mr. Warren Swire there is no doubt that General Chiang Kai Shek was thinking on the lines of concentrating on the restoration of the Yangtze Valley early in 1930, leaving other regions temporarily to their own devices (Evidence could be quoted if space allowed). The reason is, as Mr. Swire states, that prosperity among the 170 millions and rich lands of the Yangtze would be a magnet to draw all China into its orbit, and that all experienced observers agree that, if China were peaceful and united, Manchuria would come back into the fold automatically. I never heard of "the theory" which Mr. Swire mentions, that "the natural destiny of China" is a number of separate States. It may be she will ultimately emerge as a Federated, or United, States of China. The Nationalists were advocating this in 1919, and I heard Dr. C. T. Wang speak warmly in favour of it at that time. But this is a constitutional question for the Chinese to decide. The present question is, whether the League should help China in restoring unity, and, on the lines of the "Yangtze Valley policy," this seems as feasible as it is urgently to be desired.—Mr. O. M. Green, United University Club.

# VOLUNTEERS ATTACK JAP. TRAIN GUARDS

[THROUGH REUTER'S AGENCY.]

HARBIN, Jan. 4.

TWENTY Chinese Volunteers disguised as passengers to-day attacked a Japanese military guard on a passenger train on the Hu-Hai Railway.

The attack took place near Suibei. Three of the Japanese guards were killed and two Japanese civilians also lost their lives.

# CHIANG MOTORS TO HANGCHOW

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Jan. 3.

GENERAL Chiang Kai Shek, who returned to Shanghai from his visit to Fenghuang to-day, hurried to Hangchow this afternoon by motor. It is announced that he will inspect the Aviation School before returning to Nanking.

General Chiang will return to the capital from Hangchow by auto early to-morrow morning.

# KAN KAI HOU GOING TO CANTON

[THROUGH REUTER'S AGENCY.]

NANKING, Jan. 3.

DR. KAN KAI HOU, the newly appointed Inspector General of Foreign Affairs for the South-west Five Provinces, arrived here from Shanghai this morning and conferred with Dr. Lo Wen Kan, the Foreign Minister, regarding foreign affairs in the Southwest.

Dr. Kan will leave Nanking to return to Shanghai to-night. In an interview with a Reuter's representative, he states that he would leave for Canton on January 7 to assume his post.

# BIG WHALE-OIL DEAL

(Special Air-Mail Service)

LONDON, Dec. 10.

The whole of the 1932-33 season's production of whale oil has been purchased by Unilever on exchange message announcements. The deal is estimated at 70,000,000 Norwegian kroner, or over £3,500,000 at the present rate of exchange.—The Times.

# DE VALERA'S POLICY CRITICISED

## FIGHTING SPEECH BY MR. COSGRAVE

[THROUGH REUTER'S AGENCY.]

DUBLIN, Jan. 4.

AN IMPORTANT meeting of leading figures in the Cosgrave Party was held in Dublin to-day to discuss the latest political developments, particularly the proposal adopted at the meeting, called by the Lord Mayor last week.

The Cosgrave Party Conference finally passed a resolution welcoming the Lord Mayor's proposal and expressing the hope that all the elements concerned will co-operate in implementing it.

Mr. Cosgrave in a fighting speech said: "The Fianna Fail is on the march before the people's wrath and their own accumulated follies shirk all responsibilities."

He added that his party were convinced that adherence to the Treaty with Britain was necessary for Ireland's economic salvation, although their case for revision of the various financial settlements with Britain was strong.

After ending the economic war, their first efforts would be the negotiation of a trade agreement with Britain.

## de Valera Confident of Success.

[THROUGH REUTER'S AGENCY.]

DUBLIN, Jan. 4.

Although his adversaries accuse him of panic, forcing an election before the opposition programme can be organised fully, Mr. de Valera's public utterances convey a superb confidence.

The expectation that at least eighty Fianna Fail candidates will be returned at the forthcoming election is expressed in an official statement issued after a meeting of the Party Executive, which decided to run ninety-eight candidates.

The Fianna Fail Party's full programme will be submitted by Mr. de Valera at a public meeting in Dublin on January 5.

The Fianna Fail in the Daily Express just dissolved held seventy seats out of 148.

## Sudden Action by de Valera.

[BRITISH WIRELESS SERVICE.]

ROSCRY, Jan. 3.

WITH the prospect of a general election in three weeks time, following upon Mr. de Valera's sudden action, announced early this morning, Dublin to-day embarked on a period of intensive political activity.

The Lord Mayor of Dublin, Alderman Byrne, the Independent Member of Dail for the City Division of Dublin, has issued a statement describing the dissolution as a panicky move with a view to taking the other parties by surprise and preventing him from materialising his plan for the organisation of a party embracing all pretentious parties.

He declared emphatically that notwithstanding the short time before the election, he is going on with his plans for a National Party.

# WILD SCENES IN KINGSTON

## SOLDIERS AVENGE DEATH OF COMRADE

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 3.

WILD scenes were witnessed in Kingston, Jamaica, last night, when soldiers of the Northumberland Fusiliers took the initiative in grave rioting.

The soldiers clashed with the police on several occasions and in the course of the melee, several civilians, soldiers and police were injured.

## Bent on Violence.

LATER.

Wild scenes were witnessed in the streets of Kingston when Fusiliers set out to avenge a popular comrade, Pte. Daniel MacDougall, who met a violent death, believed to be the result of a quarrel.

The soldiers were out in strong parties bent on violence. They attacked and wrecked tram-cars and beat up the drivers and conductors. They stopped taxi-cabs and private motor-cars and assaulted the occupants and fought furiously when the police turned out in full force to put an end to the disturbances.

This morning, the city was quiet and no further trouble is expected.

## LONDON CHANGE DECISION

[BRITISH WIRELESS SERVICE.]

ROSCRY, Jan. 3.

THE Committee of the Stock Exchange to-day decided against the principle of closing regularly on Saturdays.

## ROAD ACCIDENTS IN BRITAIN

[BRITISH WIRELESS SERVICE.]

ROSCRY, Jan. 3.

AS a sequel to conferences between the Ministry of Transport and the various road-users' organisations, a new scheme has been evolved which it is hoped eventually to lessen the number of accidents on the roads. The system provides for the collection of much fuller information regarding all accidents than has hitherto been available.

All details regarding every accident, including the state of the weather and the road, the age and sex of the driver, the length of his or her driving experience, the age of car, the condition of the tyres, the employment or otherwise of a dimming device on the headlights, will be collated and analysed with a view to possible alterations of the traffic regulations.

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## PICK YOUR DERBY WINNER!

Some Contenders for 1933 Honours

TRAINING TIMES NEXT WEEK

(By "MORNING DEW")

Followers of local racing will be glad to hear that training times will appear in the *Daily Press* as from Monday the ninth and particulars of this Saturday's gallops will be included.

There are quite a number of griffins now in training, some of which have not been named. Up to now those which have been named are as follows:

**Pony.** Stable. Mackie & Grayburn  
Beecham, iron grey  
E.S.K., chestnut mare  
Glen Shee, black  
Leonie Star, chestnut mare

Brilliant Star, iron grey mare  
Autumn Star, chestnut  
Wayward Stag, bay

Naughty Face, grey mare  
Lucky Face, chestnut stallion  
Poker Face, grey  
Double Face, bay

Mayflower, chestnut  
Maggie, chestnut mare  
Mignonne, chestnut  
Gold Gift, grey

Trident, iron grey  
Cocoa Bay, bay mare  
Baron Bay, bay  
Red Butterfly, bay mare

Green Butterfly, iron grey  
Tillicom, bay  
Jack Sharkey, bay  
Golly Eyes, dun

The Rice Bird, bay  
The Gout, chestnut  
Steekast, chestnut  
Per Se, chestnut

The Roundhead, chestnut  
Cavalier, chestnut  
Canary, chestnut  
Hazel Leaf, bay mare

Sweet Life, chestnut  
Cossack Beauty, grey stallion  
Night Patrol, brown

Quite a number of ponies have not yet been named, but which no doubt will be entered for the races in due course. Prominent among these are a chestnut stallion and a black mare, both belonging to Mr. A. M. L. Soares. The "Dynasty" stable has a roan and a chestnut which have not yet been named.

## BORDERERS TO HOLD GYMKHANA

AT KWANTH ON SUNDAY

The 1st Battalion the South Wales Borderers are holding a Gymkhana on Sunday, January 8, at Kwant Hoon Racecourse, when the following events will take place, starting at 2.30 p.m.:

1. Handy Hunter Trial.  
2. Ball and Bucket.  
3. Gretna Green Race. — Enter by pairs ride a distance over one jump, dismount, put on clothes, ride back over jump holding a piece of tape.

4. Open Jumping for China Ponies.  
5. Whistling Race. — Enter in pairs, one to be mounted, who will be handed the title of a tune written on a piece of paper. He gallops to his partner at a table where he drinks a glass of beer, eats a biscuit, whistles tune, which partner has to recognize, and write down, then gallops back to starting post carrying chit in hand.

6. Unsaddling Race. — Entrants ride to a bucket over two small jumps, unsaddles pony, removes an apple from the bucket, with his mouth at the same time holding on to his pony, drops apple on ground and rides back to start bareback, jumps removed.

7. Mule Race. — Open to Other Ranks of the Regiment.  
8. Prize Giving.  
9. Band and Drums beat Retreat.

## HONG KONG RIFLE CLUB

JANUARY ARRANGEMENTS

Monthly Competition will be held at Kwant Hoon Racecourse next Sunday, January 8, at 2.30 p.m.

Annual General Meeting will be held on January 20, 1933, at 5.30 p.m. at the Club House, 11, Ice House Street.

## HOME FOOTBALL

SCOTTISH LEAGUE RESULTS

(THROUGH REUTER'S AGENCY.)

LONDON, Jan. 3. MATCHES in the Scottish League played on Tuesday resulted as follows:

### SCOTTISH LEAGUE

Airdrie 2 Hamilton 1  
Ayr 3 Kilmarnock 3  
Celtic 3 Queen's Park 2  
Cowdenbeath 3 St. Johnstone 2  
Dundee 2 Heart 1  
East Stirling 2 Aberdeen 2  
Motherwell 2 Falkirk 0  
Partick 0 Rangers 0  
St. Mirren 1 Morton 1  
Third Lanark 4 Clyde 1

ENGLISH DIV. III. (NORTH)  
Gateshead 2 New Brighton 0

### CRICKET

#### CLUB TEAMS FOR SATURDAY

The following will represent the Club against Craigengower on Saturday, January 7, at 2 p.m. sharp on grounds as below:

1st XI at C.C.C.:—A. W. Hayward (Capt.), E. J. R. Mitchell, A. C. Beck, E. R. Duckitt, G. S. Dunkley, D. S. Harley, H. Owen Hughes, O. E. C. Marton, T. A. Pearce, A. Reid, and C. B. R. Sargant.

2nd XI at H.K.C.C.:—C. E. Gahagan (Capt.), A. E. Mackenzie, H. J. Armstrong, C. R. E. Bishop, R. H. Davies, L. D. Kilbee, H. J. D. Lowe, A. D. Lawson, R. S. W. Patterson, W. Stoker, and C. A. Wright.

#### C.S.C.C. TEAMS FOR SATURDAY

The following have been selected to represent the C.S.C.C. 1st team versus Royal Navy in a League match on the Navy ground on Saturday:

G. R. Sayer (Captain), J. E. Richardson, F. Baker, J. Barrow, F. J. de Rome, B. D. Evans, E. W. Hamilton, B. C. K. Hawkins, E. B. Reed, H. G. Wallington, and R. M. Wood.

The following have been selected to represent the C.S.C.C. 2nd team versus Royal Navy in a League match on C.S.C.C. ground on Saturday:

F. J. Ling (Captain), F. H. Holdman, N. J. Bebbington, E. F. Buttress, F. E. Matthews, J. F. McGowan, J. G. Picheer, S. Randle, H. G. Robertson, C. Strange, and H. E. Strang.

### HOCKEY

Playing on the U.S.R.C. ground, yesterday, the H.K.H.C. drew with the Jai Regiment. Neither side were able to score.

#### TO-DAY'S LADIES GAME

The following team will represent Hong Kong Ladies Club in a friendly match versus the St. Andrews Ladies at 3.30 p.m. to-day, on the Dicesan Girls School ground:—L. Garr, M. Fortalton, A. Fowler, M. Gardiner, M. Mason, B. Blumenthal, E. McClaw, R. Blackmore, S. Dalziel, M. Tillery, and O. Brown.

## LOCOMOTIVES FOR CHINA

HOW THEIR JOURNEY STARTED

LONDON, Dec. 7.

Railway lines through Eccles Station and under bridges between Patriott and Manchester Docks are to be temporarily closed on Dec. 11 in order to allow eight outside locomotives and tenders to start the long voyage from Patriott to China for their own wheels.

The locomotives are of the normal gauge, but in their outside dimensions are much bigger than is usual in this country. They are 15 feet high, and broad in proportion. It will, therefore, be necessary to lower the railway lines under certain bridges and to slow them away from the platform in Eccles Station, to leave room for the locomotives to pass.

They have been purchased for the Chinese National Railways for use on the Tientsin-Pukow Railway. The engines and tenders, which will be shipped fully assembled, have a combined weight of 146 tons.

count, at each range.

League Team.

The Club Team will shoot on January 21 or 22 and January 28 or 29 against one of the League Teams. Full details will be given later. It is therefore requested that as many as possible turn up for practice at the January Monthly Shoot.

Annual General Meeting.

The General Meeting will be held on January 20, 1933, at 5.30 p.m. at the Club House, 11, Ice House Street.

Chinese National Railways for use on the Tientsin-Pukow Railway.

## CONTINENTAL LETTER

**Diplomatic Changes, Anglo-Soviet Treaty Important Canal Project in France: Monument to Carl Benz: Cardington Airship Port: Canadian-German Commercial Treaty: Samuel Insull's Retirement.**

LONDON, Dec. 28.

Big diplomatic changes are forecast in political and diplomatic quarters here.

Sir Horace Rumbold, it is stated, intends to retire from public life and will be succeeded at the Berlin Embassy by Sir George Clerk, who in turn will be replaced at his present post at Ankara possibly by Sir Walford Selby, Premier MacDonald's present private secretary.

Sir Eric Phipps, Minister to Vienna, may become Ambassador to Brussels, taking the place of the Earl of Granville, while Lord Tyrrell at the end of next year may be succeeded at the Paris Embassy by Permanent Under-Secretary of the Foreign Office Sir Robert Vansittart.

Minister of Air Lord Londonderry is mentioned for either Rome or Madrid with Sir Eric Drummond as an alternative.

Minister to China Sir Miles Lampson has good chances to become Permanent Under-Secretary of the Foreign Office should Sir Robert Vansittart become Ambassador to Paris.

The Tokyo post is not mentioned in the suggested changes.

Negotiations for the conclusion of a new Anglo-Soviet commercial treaty or agreement will begin here during the first half of January.

One of the chief aims of the English representatives will be to include provisions which will better than heretofore enable a balancing of the trade between the two countries which so far was greatly in favour of Soviet exports.

### PARIS

PARIS, Dec. 27.

President-elect Franklin D. Roosevelt will, according to a report carried in to-day's Paris edition of the Chicago Tribune, send to Europe a confidential observer with the mission to sound the statements of France, Great Britain, and Italy on the war-debt question. The identity of this observer is not yet revealed.

The very important project of constructing a canal connecting the Bay of Biscay with the Mediterranean was approved by a special committee appointed by the Senate which added the recommendation that, in view of the strategic and economic importance of the project the plan should be as soon as possible be embodied in a bill and submitted to Parliament for approval. The realization of the project will, it is pointed out, provide employment for 173,000 men for a period of six years, while the cost of the whole undertaking is estimated at 13,500,000,000 francs, this sum to be raised by a domestic loan.

MANNHEIM.

MANNHEIM, Dec. 27.

The German Automobile Club together with similar associations and the municipality of this city will shortly erect a monument here in honour of Carl Benz, the inventor of the automobile, who as far back as 1878 conceived the first gas motor and in 1885 constructed the first motor car. The model of this car was about a year ago purchased by Mr. Henry Ford for his collection of automobiles in Dearborn.

BERLIN.

BERLIN, Dec. 27.

Next to Friedrichshafen, the English airship port of Cardington will probably become in the course of next year the most important European basis for the regular Zeppelin service to South and North America. Press reports state that Dr. Hugo Eckener, after negotiations lasting as long as one year and a half, finally succeeded in persuading the British authorities to agree to his plan of raising a Zeppelin line.

A PENANG EDITOR.

STORY OF TRIALS AND TRIUMPHS.

"Hail, Penang." By George Bilalinski, is a record of an editor's experiences in Malaya. With a staff of over seventy assistants, Europeans, Chinese, Tamil, Singh, and a Malay office boy, Mr. Bilalinski edited the *Straits Echo*. He was new to the post when he took over the paper, and saw great opportunities for modernizing it, and for fighting many wrongs.

His book tells of his successes and his failures. He determined to support the League of Nations and to do all he could to help strengthen the links of the Empire. Dealing in close touch with Malays, Chinese and Indians of all classes, he does well to plead for a better racial understanding in Malaya.

CHINESE COMMISSIONERS IN OXFORD.

TO STUDY BRITISH VARSITY SYSTEM.

LONDON, Dec. 14.

A party of six Chinese Commissioners sent by the Chinese Government to form impressions of education in Great Britain, France and Germany, are expected to visit Oxford to-day. During their stay in Oxford they propose to pay visits to Rhodes House, the Department for the Training of Teachers, and the House of the Deaf and Dumb.

The party will also visit the Bodleian Library. They will also be received by the Vice-Chancellor before leaving for Cambridge on Dec. 16.

ing that the new dirigible Z. R. 189, which is to be put into service next summer, shall make Cardington an intermediary landing station on her trips to Canada, the United States, and Brazil. In view of its extensive grounds and large airship shed, Cardington is considered the ideal port of call for the Zeppelin.

Since the catastrophe which befell the R101 England has, it must be noted, little confidence in airship transportation and, so it is stated, it took Dr. Eckener's whole force of persuasion to gain British co-operation for his project.

According to present plans the new Zeppelin, which is using non-inflammable helium instead of hydrogen as buoyant gas, will during the coming summer make at least two trips by way of Cardington on her scheduled flights to South America, the route to be followed being: Friedrichshafen, Cardington, Seville, Pernambuco, Rio de Janeiro and back to the home-base.

The German and Canadian Governments have resolved to accord each other from January 1, 1933, the most-favoured nation's treatment as provisional measure, pending the conclusion of a new commercial treaty for which negotiations will be opened shortly.

In this connection business circles here are greatly interested in a report from Canada saying that the Canadian Minister of Agriculture has confirmed the news that the Canadian Farmers' Association, despite the fact that the Canadian Government refuses to trade with the Soviets and that at the Ottawa Conference it threw its whole weight into the scale against commercial relations on the British Empire with Moscow, has concluded with the Soviet Union a so-called barter agreement, reaching a total of about 7,000,000 Gold Dollars, and some hundred thousand heads of cattle will be exchanged for oil. The reason is said to be that the Russians agreed to a price per head of cattle nearly double the amount obtainable on the Canadian home-market.

ATHENS.

ATHENS, Dec. 27.

An attempt to blow up the Simpson Express was made last night near the Bulgarian frontier but fortunately failed as the bomb which had been placed on the track, exploded prematurely so that the engine-driver succeeded in halting the train in time. One of the perpetrators of the outrage, allegedly a Bulgarian, was killed by the explosion while the other escaped.

Samuel Insull, the former American public utilities magnate, who some time ago was arrested here at the request of the United States Government and who was subsequently detained in a nursing home, was unconditionally released after the Greek Supreme Court had upheld the plea submitted by Mr. Insull's counsel that the charges made against Insull were not recognized in Greek law and that therefore his extradition could not be conceded by the Greek Government. It is understood that the former millionaire has purchased a small estate on a Greek island where he intends to spend the rest of his life.

MADRID.

MADRID, Dec. 23.

Former Premier General Berenguer who is undergoing a long term of imprisonment for his connection with one of the last attempts to overthrow the republican regime, has been released owing to the serious state of his health. He is now confined to his house under arrest.

CM.S.N. CO. SCANDAL.

GENERAL CHEN DENIES ALLEGATIONS.

NANKING, December 28.

In connection with the case of Mr. Li Kuo Chieh, formerly General Manager of the China Merchants S.N. Co., who is now under trial at Shanghai, it is understood that Mr. Chu Chia Hui, Minister of Communications, has received a cablegram from General Chen Min Shu, the former Communications Minister, who is now in Paris, denying the allegation made by Mr. Li Kuo Chieh to the effect that General Chen was aware of the signing of the alleged loan agreements with the Chinese Realty Co.

NEW SYSTEM OF ADDRESSING TELEGRAMS.

NANKING, December 25.

The use of telephone numbers in place of addresses in telegrams will be instituted by the telegraph and radio offices.

This system, it is stated, is in practice in various foreign countries and has been instrumental in saving much expense on the part of the public and much unnecessary labour on the part of the telegraph and radio offices.

It is understood that the Ministry of Communications plans to introduce this system immediately in the principal cities and subsequently to the interior.

NEW RAILWAY DEPOT AT NANKING.

NANKING, December 28.

Plans for the construction of a central railway depot at the Capital having been completed, a site for the railway station has been selected by the Ministry of Railways.

It is learnt that the station will be located north of the Houtai-men, immediately north of the Ming Imperial Tombs, in the eastern part of the city. It will be the main depot for the Nanking-Shanghai, Tientsin-Pukow and the projected Nanking-Changsha and Nanking-Canton Railways.

## CM.S.N. CO. SCANDAL

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## WUCHOW NEWS LETTER

AEROPLANE SMASH IN LUCHOW

(From Our Own Correspondent)

Wuchow, December 31.

A terrible aviation fatality occurred here while the Chinese aviator, Chu To Oi was giving a demonstration flight over Luchow. He was flying at a height of about 5,000 feet when the plane got out of control and crashed like a stone to the ground. The pilot was instantly killed and the machine completely destroyed, having to be dug out of a pit several feet deep caused by the impact. Mr. Chu To Oi was trained at the Canton Aviation School and was a native of Toishan district, Kwangtung. He was very popular among his comrades, and known as a good flyer.

General Pei Chung Hsi, who has been carrying out a careful inspection of military work in Wuchow, has left for Wai Lam, a telegram having been received from that town to the effect that General Pei's elder brother has died. General Pei has temporary turned over his duties to General Ha Wai, his chief of staff.

SHANGHAI MINT COMMENCES OPERATIONS

NANKING, December 26.

The Central Mint at Shanghai will commence operations on New Year's Day when formal opening ceremonies will take place. It is announced by the Ministry of Finance. The mint is of the most modern design and is capable of turning out 300,000 coins daily.

CHINKIANG, December 26.

Provisional regulations for the levy of a license tax on motor vehicles in Chinkiang were approved by the Chinkiang Provincial Government at its regular meeting yesterday. The regulations are to be enforced as from January 1, 1933.

The case of Hsu Chao Magistrate of Icheang, who was charged with misappropriating funds earmarked for road-construction, was discussed at the meeting and was subsequently referred to the Provincial Department of Civil Affairs for action.

## SURCHARGE ON RAIL TICKETS

NANKING, December 28.

Subject to the approval of the Central Political Council, the levy of a surcharge on railway passenger tickets and telegrams and radiograms, as recently decided upon by the Executive Yuan, will become effective on January 1 for a period of six months.

The proposal, which was advanced by prominent civic leaders and philanthropists of the country, is aimed at raising funds for the relief of the great Red bandits. It is expected that approximately half a million dollars will be obtained during the six months the measure will be enforced.

## MOTOR-TAX IN KIANGSU

CHINKIANG, December 26.

Provisional regulations for the levy of a license tax on motor vehicles in Chinkiang were approved by the Chinkiang Provincial Government at its regular meeting yesterday. The regulations are to be enforced as from January 1, 1933.

The case of Hsu Chao Magistrate of Icheang, who was charged with misappropriating funds earmarked for road-construction, was discussed at the meeting and was subsequently referred to the Provincial Department of Civil Affairs for action.

## KING'S THEATRE

COMMENCING SUNDAY, 8TH JANUARY

The TRIAL of VIVIENNE WARE with JOAN BENNETT FOX PICTURE



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FOR THE YEAR

1933

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## ADVERTISEMENTS

THE CHINESE ENGINEERING  
AND MINING Co., Ltd.

(INCORPORATED IN THE UNITED KINGDOM.)

## 6% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

## TWENTIETH DRAWING

NOTICE IS HEREBY GIVEN that, in conformity with the conditions endorsed upon the Debentures, the undermentioned Numbers of Debentures of the total value of \$24,000 were drawn on the THIRTIETH DAY OF NOVEMBER, 1932, at the Office of the Company, No. 3, London Wall Buildings, in the City of London, in the presence of WALTER FITZMAURICE TURNER, one of the Directors, ALFRED WILLIAM BERRY, Secretary of the Company, and NICHOLAS ROBERT JAURALDE, of 9, Bishopsgate, London, E.C., Notary Public.

The said Debentures will be paid off at Par on the 31st DECEMBER, 1932, at either of the following places:—

IN LONDON: At the Office of the Company, No. 3, London Wall Buildings, E.C.3;

IN BRUSSELS: At the Office of the Local Board, 13, rue Brederode, Brussels;

IN CHINA: At the General Office of the Company, Tientsin.

5 Bonds of \$500 Each, Numbered:

70 Bonds of \$100 Each, Numbered:

725 Bonds of \$20 Each, Numbered:

319 408 548 615 691 693

691 707 727 806 854 903

919 925 964 1024 1071 1100

1170 1180 1279 1390 1624 1645

1750 1792 1801 1804 1870 1903

2184 2444 2466 2494 2631 2653

2759 2775 2780 2823 2871 2882

2836 2894 2936 2939 2952 2977

2980 3001 3024 3035 3068 3071

3063 3095 3180 3204 3205 3229

3250 3413 3447 3477 3484 3575

3670 3672 3674 3737

3193	3183	3204	3206	3207	3208
3209	3210	3211	3212	3213	3214
3215	3216	3217	3218	3219	3220
3221	3222	3223	3224	3225	3226
3227	3228	3229	3230	3231	3232
3233	3234	3235	3236	3237	3238
3239	3240	3241	3242	3243	3244
3245	3246	3247	3248	3249	3250
3251	3252	3253	3254	3255	3256
3257	3258	3259	3260	3261	3262
3263	3264	3265	3266	3267	3268
3269	3270	3271	3272	3273	3274
3275	3276	3277	3278	3279	3280
3281	3282	3283	3284	3285	3286
3287	3288	3289	3290	3291	3292
3293	3294	3295	3296	3297	3298
3299	3300	3301	3302	3303	3304
3305	3306	3307	3308	3309	3310
3311	3312	3313	3314	3315	3316
3317	3318	3319	3320	3321	3322
3323	3324	3325	3326	3327	3328
3329	3330	3331	3332	3333	3334
3335	3336	3337	3338	3339	3340
3341	3342	3343	3344	3345	3346
3347	3348	3349	3350	3351	3352
3353	3354	3355	3356	3357	3358
3359	3360	3361	3362	3363	3364
3365	3366	3367	3368	3369	3370
3371	3372	3373	3374	3375	3376
3377	3378	3379	3380	3381	3382
3383	3384	3385	3386	3387	3388
3389	3390	3391	3392	3393	3394
3395	3396	3397	3398	3399	3400
3401	3402	3403	3404	3405	3406
3407	3408	3409	3410	3411	3412
3413	3414	3415	3416	3417	3418
3419	3420	3421	3422	3423	3424
3425	3426	3427	3428	3429	3430
3431	3432	3433	3434	3435	3436
3437	3438	3439	3440	3441	3442
3443	3444	3445	3446	3447	3448
3449	3450	3451	3452	3453	3454
3455	3456	3457	3458	3459	3460
3461	3462	3463	3464	3465	3466
3467	3468	3469	3470	3471	3472
3473	3474	3475	3476	3477	3478
3479	3480	3481	3482	3483	3484
3485	3486	3487	3488	3489	3490
3491	3492	3493	3494	3495	3496
3497	3498	3499	3500	3501	3502
3503	3504	3505	3506	3507	3508
3509	3510	3511	3512	3513	3514
3515	3516	3517	3518	3519	3520
3521	3522	3523	3524	3525	3526
3527	3528	3529	3530	3531	3532
3533	3534	3535	3536	3537	3538
3539	3540	3541	3542	3543	3544
3545	3546	3547	3548	3549	3550
3551	3552	3553	3554	3555	3556
3557	3558	3559	3560	3561	3562
3563	3564	3565	3566	3567	3568
3569	3570	3571	3572	3573	3574
3575	3576	3577	3578	3579	3580
3581	3582	3583	3584	3585	3586
3587	3588	3589	3590	3591	3592
3593	3594	3595	3596	3597	3598
3599	3600	3601	3602	3603	3604
3605	3606	3607	3608	3609	3610
3611	3612	3613	3614	3615	3616
3617	3618	3619	3620	3621	3622
3623	3624	3625	3626	3627	3628
3629	3630	3631	3632	3633	3634
3635	3636	3637	3638	3639	3640
3641	3642	3643	3644	3645	3646
3647	3648	3649	3650	3651	3652
3653	3654	3655	3656	3657	3658
3659	3660	3661	3662	3663	3664
3665	3666	3667	3668	3669	3670
3671	3672	3673	3674	3675	3676
3677	3678	3679	3680	3681	3682
3683	3684	3685	3686	3687	3688
3689	3690	3691	3692	3693	3694
3695	3696	3697	3698	3699	3700
3701	3702	3703	3704	3705	3706
3707	3708	3709	3710	3711	3712
3713	3714	3715	3716	3717	3718
3719	3720	3721	3722	3723	3724
3725	3726	3727	3728	3729	3730
3731	3732	3733	3734	3735	3736
3737	3738	3739	3740	3741	3742
3743	3744	3745	3746	3747	3748
3749	3750	3751	3752	3753	3754
3755	3756	3757	3758	3759	3760
3761	3762	3763	3764	3765	3766
3767	3768	3769	3770	3771	3772
3773	3774	3775	3776	3777	3778
3779	3780	3781	3782	3783	3784
3785	3786	3787	3788	3789	3790
3791	3792	3793	3794	3795	3796
3797	3798	3799	3800	3801	3802
3803	3804	3805	3806	3807	3808
3809	3810	3811	3812	3813	3814
3815	3816	3817	3818	3819	3820
3821	3822	3823	3824	3825	3826
3827	3828	3829	3830	3831	3832
3833	3834	3835	3836	3837	3838
3839	3840	3841	3842	3843	3844
3845	3846	3847	3848	3849	3850
3851	3852	3853	3854	3855	3856
3857	3858	3859	3860	3861	3862
3863	3864	3865	3866	3867	3868
3869	3870	3871	3872	3873	3874
3875	3876	3877	3878	3879	3880
3881	3882	3883	3884	3885	3886
3887	3888	3889	3890	3891	3892
3893	3894	3895	3896	3897	3898
3899	3900	3901	3902	3903	3904
3905	3906	3907	3908	3909	3910
3911	3912	3913	3914	3915	3916
3917	3918	3919	3920	3921	3922
3923	3924	3925	3926	3927	3928
3929	3930	3931	3932	3933	3934
3935	3936	3937	3938	3939	3940
3941	3942	3943	3944	3945	3946
3947	3948	3949	3950	3951	3952
3953	3954	3955	3956	3957	3958
3959	3960	3961	3962	3963	3964
3965	3966	3967	3968	3969	3970
3971	3972	3973	3974	3975	3976
3977	3978	3979	3980	3981	3982
3983	3984	3985	3986	3987	3988
3989	3990	3991	3992	3993	3994
3995	3996	3997	3998	3999	4000

The drawn Debentures, with Coupons Nos. 42 to 60 attached, must be left four clear days for examination.

By Order,

ALFRED W. BERRY,

Secretary.

Countersigned—

N. R. JAURALDE,

Notary Public.

3, LONDON WALL BUILDINGS,

LONDON, E.C.2.

3rd November, 1932.

NOTICE:—The following Debenture Bonds drawn at previous drawings have not yet been redeemed and should be presented for payment without delay:

5 Bonds of \$500 Each, Numbered:

70 Bonds of \$100 Each, Numbered:

725 Bonds of \$20 Each, Numbered:

319 408 548 615 691 693

691 707 727 806 854 903

919 925 964 1024 1071 1100

1170 1180 1279 1390 1624 1645

1750 1792 1801 1804 1870 1903

2184 2444 2466 2494 2631 2653

2759 2775 2780 2823 2871 2882

2836 2894 2936 2939 2952 2977

2980 3001 3024 3035 3068 3071

3063 3095 3180 3204 3205 3229

3250 3413 3447 3477 3484 3575

3670 3672 3674 3737

725 Bonds of \$20 Each, Numbered:

3812 3825 3835 3838 3903 3905

3905 4008 4058 4307 4313 4337

4450 4518 4585 4598 4605 4612

4758 4841 4883 4898 4905 4910

4974 4985 5025 5027 5070 5138

5180 5215 5256 5311 5356 5389

5458 5513 5556 5613 5653 5659

5678 5736 5756 5784 5800 5823

5855 5858 5858 5857 5856 5856

6180 6108 6149 6186 6226 6703

6711 6730 6738 6809 6815 6844

6859 6871 6893 6960 7002 7214

7298 7278 7338 7418 7420 7440

7500 7557 7687 7613 7631 7632

7633 7638 7703 7719 7825 7848

7867 7926 7985 8147 8184 8214

8237 8246 8353 8376 8449 8461

8478 8489 8502 8544 8616 8697

8752 8846 8895 8981 9110 9138

9147 9187 9194 9262 9437 9515

9532 9577 9739 9756 9798 9819

9836 9876 9916 9937 10007 10069

10172 10336 10343 10354 10485 10493

10478 10482 10512 10577 10604 10629

10636 10641 10680 10782 10793 10819

10857 10864 11081 11129 11290 11274

11365 11384 11392 11438







UNCLASIFIED STENOGRAPH  
AT THE GREAT NORTHERN  
TELEGRAPH CO., INC.  
Apprentice \_\_\_\_\_ Page \_\_\_\_\_  
Junior \_\_\_\_\_ Elevator \_\_\_\_\_  
Mechanic \_\_\_\_\_ Greaser \_\_\_\_\_  
F. H. JENKIN  
Superintendent



CHINA NAVIGATION  
COMPANY, LIMITED.

SWATOW & SHANGHAI	"KWANGTUNG"	On 5th Jan. 10 a.m.
SWATOW & SHANGHAI	"CHENGTO"	On 6th Jan. 2 p.m.
SWATOW & SHANGHAI	"CHENGAN"	On 6th Jan. 5 p.m.
SWATOW & SHANGHAI	"NINGHAI"	On 7th Jan. 5 p.m.
SWATOW & SHANGHAI	"BUNNING"	On 8th Jan. 5 p.m.
SWATOW & SHANGHAI	"ANHUI"	On 8th Jan. 5 p.m.
SWATOW & SHANGHAI	"YINGHOOW"	On 9th Jan. 5 p.m.
SWATOW & SHANGHAI	"SUIYANG"	On 10th Jan. 10 a.m.
SWATOW & SHANGHAI	"KAYING"	On 10th Jan. 10 a.m.
SWATOW & SHANGHAI	"TAIYUAN"	On 11th Jan. 5 p.m.
SWATOW & SHANGHAI	"KINGHOOW"	On 12th Jan. 10 a.m.
SWATOW & SHANGHAI	"KINGYUAN"	On 13th Jan. 2 p.m.
SWATOW & SHANGHAI	"KINGFO"	On 13th Jan. 5 p.m.

For Freight or Passage apply to— BUTTERFIELD & SWIRE  
Telephone 30381.  
Agents.

CARGO AND PASSENGER CAN BE INQUIRED AT THE OFFICE OF BUTTERFIELD & SWIRE.

## TRAVEL A.O. LINE

To AUSTRALIA—Calling at Manila (P. I.), Thursday, 12th, Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGT—TAPING (Sundays)

PASSENGER AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BARBER SHOP, SUGAR AND STEWARD'S CATERING.

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 67/6 RETURN.

LONDON (via Australia) from 21/28-15-0.

(Australian Newspapers on Sale)

STEAMER	On Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
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TAPING	6th Jan.	13th Jan.	1st Feb.	8th Mar.
CHANGT	10th Feb.	17th Feb.	5th Mar.	12th Apr.
TAPING	14th Mar.	21st Mar.	9th Apr.	16th May
CHANGT	18th Apr.	25th Apr.	13th May	20th Jun.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI.

## THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "JAVA"

on or about 31st JANUARY, 1933.

For SINGAPORE, PORT SAID, ROTTERDAM, HAMBURG

COPENHAGEN, AND OTHER SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

UPPER SAILINGS:—

M.S. "Java" 30th Jan. 1st March

M.S. "Malaya" 31st Jan. 2nd March

M.S. "Africa" 2nd April 2nd April

M.S. "Asia" 4th April 2nd May

Optional Bills of Lading issued to United Kingdom Ports.

HONG KONG/BANGKOK SERVICE

maintained by the Fast Motor Vessels.

M.S. "MOINAM" M.S. "BINTANG"

m.s. "Mulan"

Leaving to Bangkok via Swatow

on or about

20th JANUARY.

due Bangkok on or about 26th JANUARY.

For further particulars, please apply to—

JOHN MANNERS & CO. LTD.

Telephone 24071. Agents. MESSINGERS BUILDING.

## PRINCE LINE—SILVER LINE

JOINT SERVICE

FREQUENT SAILINGS

TO HALIFAX (NOVA SCOTIA CANADA),

BOSTON

AND

NEW YORK

CALLING AT NAPLES

M.V. "SILVEROPRESS" ... Jan. 9th

M.V. "SIAMESE PRINCE" ... Jan. 23rd

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

For Passage Rates, Freight, etc., apply to—

FURNESS (FAR EAST) LTD.

(Incorporated in Great Britain.)

King's Building. Telephone: 23165. Telegram: Furnprince.

## DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers Sailing

subject to alteration without notice.

FOR

SWATOW, AMOY & FOCHOW

AND RETURN

(Occupying 3 to 5 Days)

HAIYANG ... Friday, the 6th Jan., at 2 p.m.

HAIOHNG ... Tuesday, the 10th Jan., at 2 p.m.

HAIRING ... Friday, the 13th Jan., at 2 p.m.

And Departures from the Company's Wharf (near Ship Pier).

Round Trip Tickets will be issued from Hong Kong to Fochow

(via Amoy) and Return by the same Steamer at the Reduced

Rate of \$100.00 including meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LATHAIE & CO.

General Managers.

## VESSELS DUE

Aeneas, B. & S., March 7.	Antiochus, B. & S., Jan. 14.	Automedon, B. & S., Feb. 17.	Bangalore, P. & O., Feb. 22.	Bhutan, P. & O., March 18.	Calchas, B. & S., Jan. 29.	Chichibu Maru, N.Y.K., Jan. 22.	Coblentz, Melchers, Feb. 10.	Comorin, P. & O., Feb. 22.	Corfu, P. & O., Feb. 9.	Dardanus, B. & S., Feb. 11.	Elpenor, B. & S., March 11.	Emp. of Canada, C.P.S., Jan. 7.	Emp. of Japan, C.P.S., Feb. 3.	Emp. of Russia, C.P.S., Jan. 19.	Formosa, Gilman's, Jan. 26.	Franken, Melchers, Jan. 23.	Glaucus, B. & S., Feb. 1.	Hector, B. & S., Feb. 4.	Ixion, B. & S., Feb. 8.	Kushima Maru, N.Y.K., Jan. 6.	Laomedon, B. & S., Feb. 9.	Leverskusen, Johnson, Jan. 6.	Mankin, E. & A.S.S., Co., Mar. 4.	Maron, B. & S., Jan. 5.	Memnon, B. & S., Feb. 1.	Menelaus, B. & S., Jan. 24.	Naldora, P. & O., Jan. 12.	Nellora, E. & A.S.N. Co., Jan. 20.	Nordmark, Johnson, Jan. 16.	Patroclus, B. & S., Jan. 13.	Phemius, B. & S., Feb. 10.	Philoctetes, B. & S., Feb. 20.	Pres. Adams, Dollar's, Feb. 17.	Pres. Cleveland, Dollar's, Jan. 13.	Pres. Garfield, Dollar's, Jan. 20.	Pres. Hoover, Dollar's, Jan. 23.	Pres. Jackson, Dollar's, Feb. 6.	Pres. Madison, Dollar's, Jan. 6.	Pres. McKinley, Dollar's, Feb. 20.	Pres. Polk, Dollar's, Feb. 3.	Pres. Taft, Dollar's, Jan. 27.	Pres. Van Buren, Dollar's, Jan. 8.	Pres. Wilson, Dollar's, Jan. 9.	Protesilaus, B. & S., Jan. 19.	Rajputana, P. & O., Jan. 26.	Rampura, P. & O., March 8.	Saathruelsen, Melchers, Jan. 13.	Santhia, B.I. (Apar), Jan. 20.	Siamese Prince, Furness, Jan. 23.	Silverypress, Furness, Jan. 9.	Sirdhana, B.I.S.N. Co., Jan. 23.	Somali, P. & O., Jan. 24.	Soudan, P. & O., Jan. 6.	Suwa Maru, N.Y.K., Jan. 7.	Tai Ping B. & S., Jan. 16.	Taiyo Maru, N.Y.K., Jan. 13.	Takada, B.I.S.N. Co., Jan. 11.	Takuma, B.I. (Apar), Jan. 8.	Tanda, E.A.S.S. Co., Feb. 4.	Tantalus, B. & S., Feb. 27.	Tilawa, B.I. (Apar), Feb. 3.	Trier, Melchers, Jan. 14.	Troilus, B. & S., Jan. 14.	Yasukuni Maru, N.Y.K., Jan. 19.
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## HONGKONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, January 4.

Previous On Date On Date

Day at 4 p.m. 10 a.m. 4 p.m.

Barometer... 29.15 30.18 30.07

Temperature... 60 61 64

Humidity... 63 67 69

Wind... E E E

Direction... E E E

Force... 3 3 3

Weather... ODE O

Rain... 0.0 0.0 0.0

Highest open-air Temperature, 31.6C

Lowest open-air Temperature, 4.6C

B=Blue-sky; C=Cloudy; D=

Drizzle; F=Fog; L=Lightning;

M=Mist; O=Overcast; P=Passing

Showers; Q=Squalls; R=Rain; T=

Thunder.

## CONSIGNEE NOTICES.

SERVICES CONTRACTUELS DES

MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "D'ARTAGNAN"

ARRIVED HONG KONG ON

TUESDAY, THE 3RD JAN., 1933.

From MARSEILLES, &c.

CONSIGNEES of Cargo by the

above-named Steamer are hereby

informed that their goods, with the

exception of Opium, Treasure and Val-

ables, are being landed and placed at

their risk in the Godowns of the Hong

Kong and Kowloon Wharf and Godown

Co., Ltd., Kowloon, whence Delivery can

be obtained as the Goods are landed.

Goods not cleared within 7 days, in-

cluding date of arrival, will be subject to

Rent.

All Claims must be sent to the Under-

signed before Thursday, the 12th Jan.,

1933, or they will not be recognised.

Damaged packages must be left in

the Godown for examination by the

Consignee and the Company's Sur-

veyors, Messrs. Goddard & Douglas, at

10 a.m. on Monday, the 9th Jan., 1933.

Consignee must have a Revenue

Officer in attendance when damaged

dutiable goods are examined by the

Company's Surveyors.

No Claims will be admitted after the

Goods have left the Godown.

No Fire Insurance will be effected by

us in any case whatever.

R. OHL,

Agent.

Hong Kong, 3rd Jan. 1933. [159]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

CONSIGNEES per Co's Vessel

"PERSEUS"

FROM UNITED KINGDOM

VIA SINGAPORE

are hereby notified that their Cargo

will be discharged into Holt's

Wharf, Kowloon, where it will be as

Consignee's risk and subject to Terms

and Conditions of Storage at Holt's

Wharf. The Cargo will be ready for

Delivery from Godown on and after

3rd January.

Optional Cargo will not be landed here

unless Notice has been given prior to

Steamer's arrival, but carried on from

port to port to the final port of call to

which the option extends.

All broken, chafed and damaged Goods

are to be left in the Godown, where

they will be examined on any Tuesdays

and Fridays between the hours of

10.45 a.m. and Noon within the Free

Storage period.

No Claims will be admitted after the

Goods have left the Godown, and

all Goods remaining undelivered

after the 9th January, will be subject

to Rent.

All Claims against the Steamer must

be presented to the Underwriter on or

before the 23rd Jan., 1933, or they will

not be recognised.

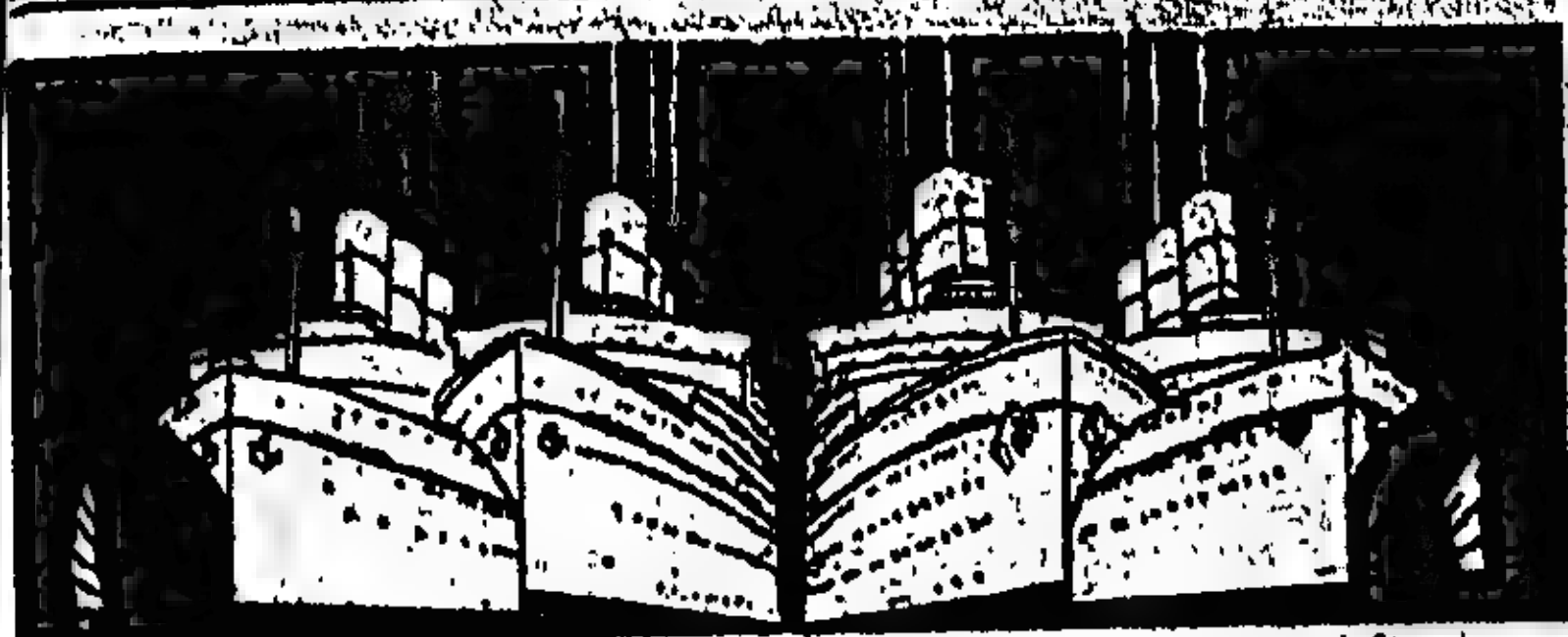
No Fire Insurance will be effected

BUTTERFIELD & SWIRE,

Agents.

3rd January, 1933. [168]





## ARISTOCRATS OF THE PACIFIC "EMPRESSES"

Offer the Utmost in  
SPEED—SIZE—SPACE—LUXURY  
AND  
SERVICE

Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Honolulu	Vancouver
Leave	Arrive	Leave	Arrive	Leave	Arrive	Arrive
1933	1933	1933	1933	1933	1933	1933
Emp. of Canada...Feb. 3	Feb. 19	Feb. 21	Feb. 23	Feb. 25	Feb. 27	Feb. 29
Emp. of Russia...Feb. 17	Feb. 19	Feb. 21	Feb. 23	Feb. 25	Feb. 27	Feb. 29
Emp. of Japan...Mar. 2	Mar. 4	Mar. 6	Mar. 8	Mar. 10	Mar. 12	Mar. 14
Emp. of Asia...Mar. 17	Mar. 19	Mar. 21	Mar. 23	Mar. 25	Mar. 27	Mar. 29
Emp. of Canada...Mar. 31	Mar. 31	Mar. 31	Mar. 31	Mar. 31	Mar. 31	Mar. 31
Emp. of Russia...Apr. 7	Apr. 9	Apr. 11	Apr. 13	Apr. 15	Apr. 17	Apr. 19
Emp. of Japan...Apr. 21	Apr. 23	Apr. 25	Apr. 27	Apr. 29	May 1	May 3
Emp. of Asia...May 5	May 7	May 9	May 11	May 13	May 15	May 17
Emp. of Canada...May 19	May 21	May 23	May 25	May 27	May 29	May 31
Emp. of Russia...June 2	June 4	June 6	June 8	June 10	June 12	June 14
Emp. of Japan...June 16	June 18	June 20	June 22	June 24	June 26	June 28
Emp. of Asia...June 30	June 30	June 30	June 30	June 30	June 30	June 30

Passengers desiring to travel comfortably on a Limited  
Budget should ask about the  
EMPRESS TOURIST CABIN  
accommodation  
EXCEPTIONAL LOW FARES.

### "EMPRESS OF CANADA"

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**MANILA**

at 5 P.M. SATURDAY, JANUARY 7th.

For further information please apply to—

## CANADIAN PACIFIC



SAN FRANCISCO via Shanghai, Japan Ports & Honolulu  
ASAMA MARU ... Wednesday, 11th Jan.  
TAIYO MARU ... Saturday, 14th Jan.  
OHIOHIBU MARU ... Wednesday, 8th Feb.

SEATTLE & VANCOUVER  
HEIAN MARU ... (Starts from Kobe) Saturday, 21st Jan.  
LONDON, MARSEILLES, ANTWERP, ROTTERDAM,  
via Singapore, Penang, Colombo & Suez.

KASHIMA MARU ... Saturday, 7th Jan.  
YASUKUNI MARU ... Friday, 10th Jan.  
HAKONE MARU ... Saturday, 4th Feb.

SYDNEY & MELBOURNE via Manila & Port  
KAMO MARU ... Saturday, 11th Jan.  
KITANO MARU ... Saturday, 25th Feb.

BOMBAY via Singapore, Penang & Colombo.  
TANGO MARU ... Wednesday, 11th Jan.  
HAKODATE MARU ... Sunday, 15th Jan.

SOUTH AMERICA (West Coast) via Japan, Honolulu,  
Los Angeles, Mexico and Panama.  
ROKUYO MARU (Calls Shanghai) Tuesday, 10th Jan.

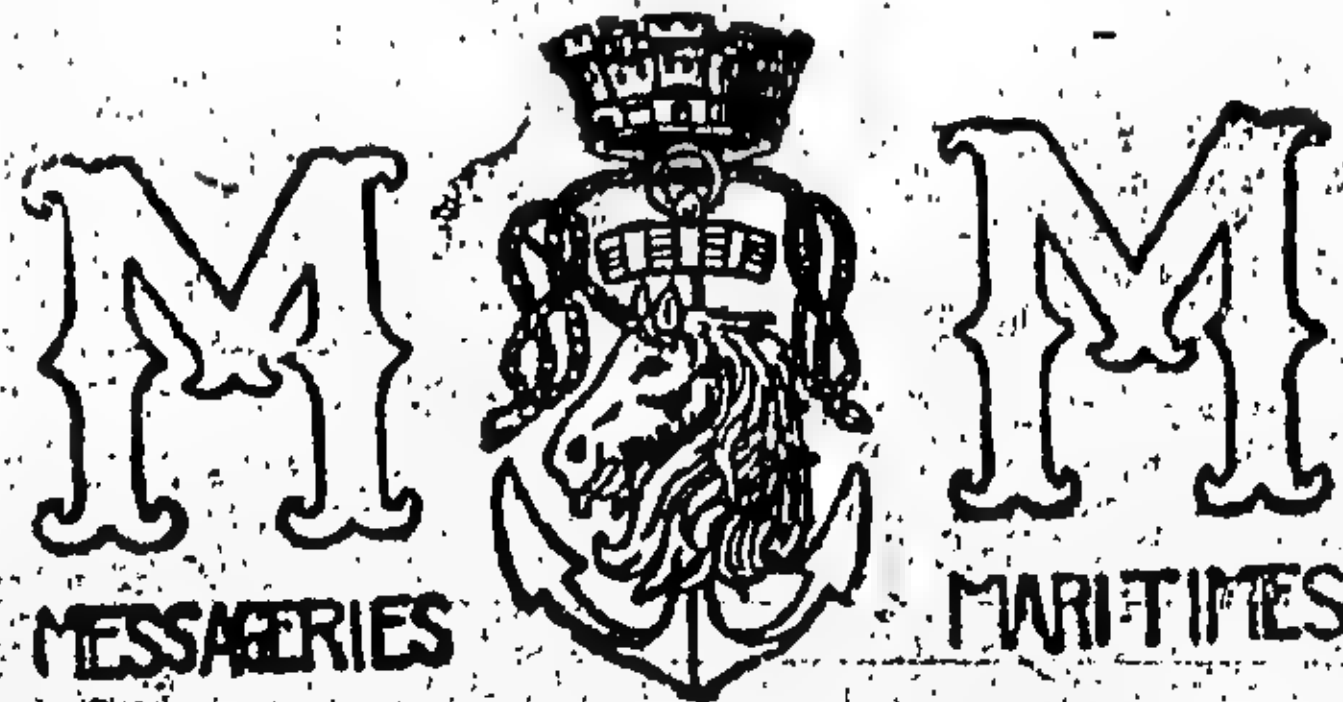
NEW YORK, BOSTON via PANAMA  
LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus,  
Genoa & Valencia.

DURBAN MARU (Calls Aden) ... Saturday, 14th Jan.  
CALCUTTA via Singapore, Penang & Rangoon.  
+ PINANG MARU ... Friday, 8th Jan.  
+ MORIOKA MARU ... Sunday, 15th Jan.

SHANGHAI, KOBÉ & YOKOHAMA.  
+ AKITA MARU (Mojik direct) ... Saturday, 7th Jan.  
+ SUWA MARU ... Saturday, 7th Jan.  
+ KITANO MARU (Nagasaki direct) ... Friday, 20th Jan.

+ Cargo only.  
For further information, apply to—  
**NIPPON YUSEN KAISHA**

Telephone 30291. (Private exchanges to all Depots.)



### FRENCH MAIL STEAMERS

To MARSEILLES via Saigon, Singapore, Penang, Colombo, Djibouti (Aden), Suez, Port-Said.	To SHANGHAI
D'ARTAGNAN ... 17th Jan.	ANDRE LEBON ... 18th Jan.
ANDRE LEBON ... 21st Jan.	FELIX ROUSSEL ... 1st Feb.
FELIX ROUSSEL ... 14th Jan.	JEAN METZINGER ... 14th Feb.
JEAN METZINGER ... 28th Feb.	PORTHOS ... 14th Mar.
PORTHOS ... 14th Mar.	ARMONOREAUX ... 28th Mar.
ARMONOREAUX ... 28th Mar.	ATHOS II ... 11th Apr.
ATHOS II ... 11th Apr.	D'ARTAGNAN ... 25th Apr.

We can issue Through Tickets to Europe, Brazil, Africa, Asia, Oceania, by Transshipment on our Mail Steamers at Port-Said, or Djibouti.  
**COMMERCIAL LINE**  
For DUNKERQUE via Harbours, Saigon, Oran, Le Havre, etc. "YANGTSE"  
on or about 12th January, 1933.  
For Full Particulars, apply to—  
**C/O des MESSAGERIES MARITIMES**  
2, Queen's Building, 3

## Shipping News

Daily Statement, Clearances,  
Ships in Harbour, etc.

### YESTERDAY'S FREIGHT RETURNS

IMPORTS 23,174 TONS;  
THROUGH PORTS  
38,211 TONS

British	Cargo for H.K.	Through Ports
Tweedbank, Shanghai	1	80
Glenamoy, London	780	2,400
Persons, Liverpool	1,218	6,840
Cabaretta, Calcutta	5,800	—
Chengtu, Shanghai	250	550
Agamemnon, Dairen	68	4,643
Yingchow, Tientsin	900	1,900
Suiyang, Tsingtao	350	680
Yuen Sang, Calcutta	1,000	1,289
	10,397	17,832

French  
Athos II, Shanghai 10 322

Italian  
Conte Verde, Trieste 300 300 1,070

Dutch  
Tijssaroen, Batavia 4,611 3,088

Van Heutz, Dah Deli 631 196

Danish  
Kobe 5,875

Java, Copenhagen 548 3,810

German  
Havel, Bremen 602 6,390

Japanese  
Kahu Maru, Port Compa 5,350 5,350

Chinese  
Tin Seng, Port Bayard 485 425

Total 23,174 38,211

### ASIAN DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday—

Perseus (British), Liverpool, Singapore	26
Chengtu (British), Shanghai, Swatow	8
Apocry (British), Swatow	63
Yingchow (British), Tientsin, Chefoo	7
Suiyang (British), Tsingtao, Swatow	150
Yuen Sang (British), Calcutta, Singapore	236
Athos II (French), Shanghai	4
Conte Verde (Italian), Trieste, Singapore	348
Tijssaroen (Dutch), Batavia, Manila	282
Van Heutz (Dutch), Bah Deli, Singapore	1,654
Havel (German), Bremen, Manila	80
Total	2,962

### ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were—

Arr.	Dep.
British 10 8	
French 1 2	
Italian 1 1	
Dutch 2 1	
Danish 1 3	
German 1 4	
Japanese 1 0	
Chinese 1 0	
Norwegian 0 1	
American 0 2	
Swedish 0 1	
Total 19 24	

### SHIPS IN HARBOUR.

The following merchants ships were in harbour yesterday—

Wharves  
Kowloon:—D'Artagnan, Yuen Sang.  
Jardine, Matheson:—Fooshing, Douglas, Lapraik:—Huiyang, Saikong:—Tin Seng.

Docks  
Kowloon:—Semiramis, Limchow, Skuld, Scyllaria, Hermod, Prosper, Prominent, Umita.

Taiko:—Tyndareus, Taiyuan, Pleidon, Taming, Halvard, Fjorden, Sinkiang, Florence D, Asama Maru.

Buoys  
No. A1:—Agamemnon.  
No. A2:—Van Heutz.  
No. A3:—Ch. Henri Riveire.

No. A4:—Java.  
No. A5:—Tijssaroen.  
No. A6:—Uyoy Maru.

No. A7:—Crown of Galicia.  
No. B1:—Hopsang.  
No. B2:—Kwangchow.

No. B3:—Hiram.  
No. B4:—Feng Lee.  
No. B5:—Clara Jensen.

No. B6:—Svale.  
No. B7:—Bintang.  
No. B8:—Tacoos.

No. B9:—Chungking.  
No. B10:—Nanchang.  
No. B11:—Kwangtung.

No. B12:—Suiyang.  
No. B13:—Kaying.  
No. B14:—Hinsang.

No. B15:—Cabarita.  
No. B16:—Daiboshi Maru.  
No. C1:—Hirundo.

No. C2:—Chekiang.  
No. C3:—Yingchow.

### WARSHIPS IN PORT.

The following warships were in port yesterday—  
Basin:—Tamar.  
South Wall:—Cornflower.

East Wall:—Herald, Sandwich, Oswald, Osiris.

North Arm:—Keppel, Witch, Wild Swan, Whitehead.

West Wall:—Medway and submarines.  
Whampoa Dock:—Kent.

Dock:—Pandora, and Proteus.  
No. 12 Buoy:—Verity.

No. 13 Buoy:—Wren and Veteran.  
Argus.

### SHIPPING MOVEMENTS.

The E. & A. s.s. Nellore left Manila for this port to-day on the 4th instant, a.m., with the outward Australian mails, and is due here on Friday, the 6th instant at about a.m.

The P. & O. s.s. Mirzapore left Moji for this port on the 4th instant at 3 p.m., and is due here on the 10th instant at about 7 a.m.

### ARRIVALS.

January 3.  
D. Artagnan, French str., 9,808 tons, Capt. Denoize, from Saigon, Kowloon Wharf.—M.M.

January 4.  
Canton, French str., 978 tons, Capt. R. L. Morvan, from Haiphong, West Point Wharf.—M.M.

Chakang, British str., 1,470 tons, Capt. J. McAlinch, from Swatow, West Point Wharf.—J.M. & Co.

Hai Yang, British str., 1,363 tons, Capt. Erwin, from Swatow, Douglas Wharf—Douglas & Co.

Hiroshi Maru, Japanese str., 685 tons, Capt. Okada, from Keelung, Yaumati Anchorage.—M.B.K.

Phasiarella, British str., 393 tons, Capt. J. Y. Lee, from Swatow, Tai Kok Tsui.—A.P.C.

Suiyang, British str., 1,564 tons, Capt. J. M. Byrne, from Swatow, buoy No. B20.—B. & S.

Van Heutz, Dutch str., 2,740 tons, Capt. M. Schreder, from Singapore, buoy No. A2.—J.C.J.L.

Ying Chow, British str., 1,816 tons, Capt. O. Harris-Walker, from Cheloo, buoy No. C4.—B. & S.

Yuen Sang, British str., 1,938 tons, Capt. J. W. Pettigrew, from Singapore, Kowloon Wharf.—J.M. & Co.

### CLEARANCES.

January 4.  
Agamemnon, for Singapore.  
Bintang, for Hongkong.

Chekiang, for Shanghai.  
D. Artagnan, for Shanghai.

Foo Shing, for Canton.  
Hin Sang, for Sandakan.

Hirundo, for Swatow.  
Java, for Shanghai.

Kalapa, for Port Wallut.  
Kasoku Maru, for Hongkong.

Kwangchow, for Bangkok.  
Nanchang, for Swatow.

Perseus, for Shanghai.  
Pros. Coolidge, for Shanghai.

Sandviken, for Swatow.  
Suiyang, for Canton.

Tin Seng, for K.C. Wan.  
Tyndareus, for Milke.

Wing Lee, for K.C. Wan.

### "People Who Matter"

PEOPLE WHO MATTER, to the advertiser are the people who can afford to buy his goods. Most of these people buy and read the

Hong Kong Daily Press.

## BANK LINE LTD.

AGENTS FOR

**ELLERMAN & BUCKNALL S.S. CO., LTD.**  
UNITED KINGDOM & CONTINENT

S.S. "CITY OF ATHENS" ... London, Rotterdam & Hamburg ... 9th Jan.

NEW YORK, BOSTON & BALTIMORE ... AMERICAN AND CANADIAN LINE

ALSO AGENTS FOR  
**ANDREW WEIR & CO.**

SERVICES TO  
BOSTON, NEW YORK & BALTIMORE ... AMERICAN AND ORIENTAL LINE  
M.V. "IRISBANK" ... 5th Feb.

MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE  
Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

LIMITED PASSENGER ACCOMMODATION AVAILABLE  
ALSO AGENTS FOR  
**KLAVENESS LINE**  
(PACIFIC COAST—ASIATIC SERVICE)

HONGKONG DIRECT TO LOS ANGELES (in 21 Days)  
SAN FRANCISCO, PORTLAND AND PUGET SOUND.  
M.V. "ROSEVILLE" ... 24th Jan.

Issuing through Re/Lading to Gulf & Atlantic Coast with transshipment at Los Angeles by line's own vessels.  
All Sailing Reports to Agents & Shippers without delay.  
For Freight or Passage on any of the above lines apply—  
**THE BANK LINE LTD.**  
Telephone 37791.

## P. & O. British India Apar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND)  
MAIL AND PASSENGER STEAMERS  
TAKING CARGO FOR

STRAITS JAVLA SUMBA ORION INDIA PERSIAN GULF,  
WEST INDIES MAURITIUS EAST & SOUTH AFRICA,  
AUSTRALASIA INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,  
GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL PORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government)

Steamship	Tons	From Hongkong (about)	Destination
"SOUDAN"	6,800	7th Jan.	B'way, Marz, Havre, L'don, H'g.
"MIRZAPORE"	6,700	10th Jan.	Strals, Colombo & Bombay
"RANOLI"	17,000	14th Jan.	Bombay, Marseilles and London
"CARTHAGE"	14,000	28th Jan.	Bombay, Marz, Havre, L'don.
"BOMBAY"	6,100	4th Feb.	Bombay, Marz, Havre, L'don.
"NALLERA"	18,000	11th Feb.	Bombay, Marseilles & London
"RAJPUTANA"	17,000	25th Feb.	do.
"SOMALI"	6,800	4th Mar.	Marz, Havre, L'don.
"CORFU"	15,000	11th Mar.	Bombay, & Marseilles & London
"COMORIN"	15,000	25th Mar.	Marseilles and London
"BANGALORE"	6,100	1st Apr.	Marz, Havre, L'don.
"RANPURA"	17,000	8th Apr.	Bombay, & Marseilles & London
"CHITRAL"	15,000	22nd Apr.	do.
"RANOLI"	17,000	6th May	Bombay, Marseilles and London
"CARTHAGE"	14,000	20th May	do.
"NALLERA"	18,000	3rd June	do.
"KARNAL-HIND"	12,000	17th June	do.

\* Cargo only. † Calls Calcutta. ‡ Calls Karachi and Marmagao.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Athens, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

### BRITISH INDIA—AFRICA SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"TALMA"	10,000	10th Jan.	Singapore, Penang & Calcutta
"SANTHA"	8,000	22nd Jan.	do.
"TAKADA"	7,000	14th Feb.	do.

B.L.—Apar Line steamers have excellent accommodations for 1st and 2nd class passengers.

### EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"NELLORE"	7,000	1st Feb.	Manila, Rabaul, Brisbane, Sydney & Melbourne.
"PANDA"	2,000	3rd Mar.	do.
"NANKIN"	7,000	1st Apr.	do.

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.  
Frequent connections from Australia with the following—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and  
The P. & O. Branch Service of Steamers to London via Suez.  
The New Zealand Shipping Co.'s Steamers for Southampton and London  
Panama Canal.

### SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"NELLORE"	7,000	7th Jan., 6 a.m.	Shanghai, Kobe, Osaka & Yokohama
"TAKADA"	7,000	12th Jan.	Shanghai, Kobe & Yokohama
"NALLERA"	18,000	13th Jan.	Shanghai, Kobe & Yokohama
"SOMALI"	6,800	28th Jan.	Shanghai, Kobe & Yokohama
"RAJPUTANA"	17,000	29th Jan.	Shanghai, Kobe & Yokohama
"CORFU"	15,000	10th Feb.	Shanghai, Kobe & Yokohama
"BANGALORE"	6,100	23rd Feb.	Shanghai, Kobe & Yokohama
"COMORIN"	15,000	24th Feb.	Shanghai, Kobe & Yokohama
"RANPURA"	17,000	10th Mar.	Shanghai, Kobe & Yokohama
"CHITRAL"	15,000	18th Mar.	Shanghai, Kobe & Yokohama
"RANOLI"	17,000	23rd Mar.	Shanghai, Kobe & Yokohama
"CARTHAGE"	14,000	6th Apr.	Shanghai, Kobe & Yokohama
"SOUDAN"	6,800	18th Apr.	Shanghai, Kobe & Yokohama
"MIRZAPORE"	6,700	20th Apr.	Shanghai, Kobe & Yokohama
"NALLERA"	18,000	4th May	Shanghai, Kobe & Yokohama
"BOMBAY"	6,100	18th May	Shanghai, Kobe & Yokohama
"KARNAL-HIND"	12,000	18th May	Shanghai, Kobe & Yokohama
"RAJPUTANA"	17,000	18th June	Shanghai, Kobe & Yokohama
"RAJPUTANA"	17,000	28th June	Shanghai, Kobe & Yokohama
"RAJPUTANA"	17,000	18th July	Shanghai, Kobe & Yokohama

\* Cargo only. † Calls Nagoya and Yokohama.



**THE NATIONAL COMMERCIAL & SAVINGS BANK, LTD.**  
Established 1921.  
Authorized Capital ..... \$ 5,000,000  
Paid-up Capital ..... \$ 2,574,100  
Reserve Fund ..... \$ 210,000  
Total Resources ..... \$18,500,000  
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Branches: Canton, Shanghai, Tientsin, Hankow.  
Domestic correspondents at all principal cities in China.  
**FOREIGN BANKERS:**  
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**FOREIGN EXCHANGE & BANKING**  
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**SAFE DEPOSIT BOXES** to let at yearly rental from \$3.00 to \$22.50.  
**WONG KWOK SHUEN,**  
Chief Manager.

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(NETHERLANDS INDIA COMMERCIAL BANK)  
Established 1863 at Amsterdam.  
Authorized Capital ..... Gld. 100,000,000.00  
Paid-up Capital ..... Gld. 55,000,000.00  
Reserve Fund ..... Gld. 29,000,000.00  
Head Office: AMSTERDAM.  
Head Office for Asia: BATAVIA.  
Branches in Dutch East Indies, India, Singapore, China and Japan.  
Every description of Banking and Exchange business transacted.  
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**J. M. MORHAUS,**  
Actg. Manager.

**YIEN YIEN COMMERCIAL BANK.**  
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238-239, Des Voeux Road, Central.  
Telephone Nos. 2123 & 2129.  
Head Office: TIENTSIN.  
Authorized Capital ..... \$10,000,000.00  
Paid-up Capital ..... 7,500,000.00  
Reserve Funds ..... 5,094,703.72  
Every description of Banking & Exchange business transacted.  
Safe Deposit Boxes to let at a yearly rental from \$5.00 to \$18.00.  
Current and Savings Accounts opened and Fixed Deposits received on terms which will be quoted on application.  
Banking and Exchange Business all over the Country.  
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Silver ..... \$10,000,000  
Reserve Liability of Proprietors ..... \$90,000,000  
Head Office: HONG KONG.  
Board of Directors:  
Hon. Mr. J. J. PATTERSON, Chairman.  
T. E. PEARCE, Esq., Deputy Chairman.  
Hon. Mr. W. H. Bell, A. H. Compton, Esq., M. T. Johnson, Esq., G. Miskin, Esq., J. A. Plummer, Esq., T. H. H. Shaw, Esq., J. P. Warren, Esq.  
Chief Manager: V. M. GRAYBURN, Esq.

**BRANCHES:**  
Amoy, Hong Kong, Peiping, Shanghai, Yokohama, etc.  
Every description of Banking and Exchange business transacted.  
Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.  
Hong Kong, 5th April, 1932. [38]

**HONG KONG SAVINGS BANK.**  
THE Business of the above Bank is conducted by the **HONG KONG & SHANGHAI BANKING CORPORATION.** Rules may be obtained on application to the Hong Kong & Shanghai Banking Corporation, V. M. GRAYBURN, Chief Manager, Hong Kong, 9th Feb. 1932. [3]

**THE CHASE BANK.**  
6, QUEEN'S ROAD CENTRAL.  
HEAD OFFICE: 19, Pine Street, NEW YORK.  
An American Bank offering complete Foreign Banking Service in the principal Markets of the world. Latest rates on Application.  
This Bank is entirely owned by THE CHASE NATIONAL BANK, New York, with Resources over U.S. \$1,700,000,000.  
**D. M. BIGGAR,** Manager.

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(NETHERLANDS TRADING SOCIETY.)  
Established 1824.  
HONG KONG OFFICE: 11, QUEEN'S ROAD CENTRAL.  
Authorized Capital ..... f. 150,000,000.  
Paid-up Capital ..... f. 80,000,000.  
Reserve Fund ..... f. 20,015,000.  
Head Office: Amsterdam.  
Eastern Head Office: Batavia.  
BRANCHES: Batavia, Bencoolen, Birmah, Calcutta, Canton, Cebu, Hong Kong, Kobe, London, Lyons, Manila, Medan, Penang, Peking, Rangoon, Rotterdam, Singapore, Soerabaya, Swatow, Tientsin, Yokohama, etc.  
London Bankers: National Provincial Bank, Ltd.  
Correspondents all over the world.  
Banking Business of every description transacted.  
**A. STOKKINK,** Manager.  
Hong Kong, 21st June, 1932. [30]

**THE BANK OF CANTON, LTD.**  
Head Office: Hong Kong.  
Hong Kong Currency.  
Authorized Capital ..... \$11,000,000.  
Paid-up Capital ..... 8,665,000.  
Reserve Fund ..... 1,100,000.  
Branches: Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.  
London Bankers: THE LLOYDS BANK, LTD.  
Correspondents all Principal Cities of the World.  
Foreign Exchange and Banking Business of every description transacted.  
Safe Deposit Boxes (various sizes) at a Yearly Rental of from \$5 to \$40.  
**LOOK POONG SHAN,** Manager.

**CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.**  
INCORPORATED BY ROYAL CHARTER, 1853.  
Head Office: LONDON.  
Paid-up Capital ..... £23,000,000  
Reserve Fund ..... £3,000,000  
Reserve Liability of Proprietors ..... £23,000,000  
Agencies and Branches: Amoy, Hong Kong, Canton, Shanghai, etc.  
Foreign Exchange and General Banking Business transacted.  
Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.  
**A. BREARLEY,** Manager.  
Hong Kong, Nov. 17th, 1932. [30]

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(Incorporated in France).  
Princes Building, Chater Road, Victoria, Hong Kong.  
Head Office: 74, Rue St. Lazare, Paris.  
Capital, fully paid-up ..... Frs. 50,000,000  
Special Working Capital, 50,000,000  
Reserve ..... 33,337,000  
BRANCHES: Paris, Lyon, Marseilles, Saigon, Haiphong, Hanoi, Tourane, Phnom Penh, Hué, Peiping, Shanghai, Tientsin, Hong Kong.  
BANKERS: France: Banque de Paris et des Pays Bas, Société Générale, London: Midland Bank, Ltd., New York: Irving Trust Co., Bank of America, Commercial Union, etc.  
Every description of Banking and Exchange Business transacted. Correspondents throughout the World.  
**A. L. BRUSSET,** Acting Manager.  
Hong Kong, 1st Oct., 1932.

**BANK OF CHINA.**  
Reorganised October 26, 1928, under special charter of The National Government as an INTERNATIONAL EXCHANGE BANK.  
Subscribed Capital ..... \$35,000,000.00  
Paid-up Capital ..... \$24,710,300.00  
Reserve Funds ..... \$3,830,503.33  
Head Office: SHANGHAI.  
HONG KONG BRANCH: 4, Queen's Road Central.  
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We also handle the issue of Bonds and other Public Funds of the Chinese Government both at home and abroad.  
**SHOU J. CHEN,** Manager.

**THE HO HONG BANK, LTD.**  
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Head Office: SINGAPORE  
Local Branch: 13, QUEEN'S RD. C.  
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Paid-up ..... 15,000,000  
Reserve Liabilities ..... \$4,000,000  
Shareholders ..... \$4,000,000  
Branches and Agencies in the principal cities of the world.  
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**CHUA KEE HAI,** Manager.  
Hong Kong, Dec. 30, 1932. [35]

**THE YOKOHAMA SPECIE BANK, LIMITED.**  
Capital (fully paid up) Yen 100,000,000.  
Reserve Fund Yen 118,450,000.  
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Interest allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.  
**J. B. ROSS,** Manager.  
7, Queen's Road Central, Hong Kong, 7th April, 1932. [39]

**THE BANK OF EAST ASIA, LTD.**  
ESTABLISHED 1918.  
HEAD OFFICE: 10, Des Voeux Road, Central, HONG KONG.  
CAPITAL AND RESERVE ..... OVER H. \$8,000,000.00  
TO ALIBESOURCES ..... OVER H. \$40,000,000.00  
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HONG KONG BRANCH: Every description of Banking and Exchange Business transacted. Travellers Cheques issued. Trustees and Executors under taken.  
Interest allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.  
**J. B. ROSS,** Manager.  
7, Queen's Road Central, Hong Kong, 7th April, 1932. [39]

**FOREIGN MAILS**

**RADIO NOTICE**  
X I T Telegrams conveying Christmas and New Year Greetings will be accepted by the Government Radio Office for transmission via Radio during the period from 14th December 1932 to 6th January 1933, both dates inclusive.  
(a) The charge for telegrams to Shanghai and Canton will be based on one quarter the ordinary rate, and to other places on one-third the ordinary rate.  
(b) The Minimum charge for all places will be for 10 words.  
Full particulars may be had on application to the Radio Office.

**BROADCASTING RECEIVING LICENSES, 1933.**  
All Existing Licences expire on 31st December, 1932.  
New Licences for 1933 will be available at the Wireless Licensing Office, 1st Floor, Post Office Building, as from 1st January 1933 and will be issued during working hours against the receipt of a remittance of \$10.00.  
Applications may be made:—  
(a) personally,  
(b) by messenger,  
(c) by post.  
It is essential under (c) and preferable under (a) and (b) that applications should be accompanied by crossed cheque payable to Hong Kong Government. The new licence will then be sent by post or messenger as soon as it is ready. Where actual cash is tendered a new licence should be received in exchange before leaving the Licensing Office.  
In the case of renewal the old licence should be returned with the application.

**SAIGON-MARSEILLES AIR MAIL SERVICE.**  
Letters (Ordinary and registered but not insured), Postcards, and "Autres objets" (Commercial papers, Printed papers and Samples) will be accepted for transmission by this Service.  
The rates specified below are inclusive of the regular postage rates. The 2 oz. letter rate is special. Letters exceeding 2 oz. will be charged at the 2 oz. rate for each 2 oz. or part thereof.  
Postcards must be the standard Postcard on sale at the Post Offices at 2 cents per card with a surface printed stamp of 1 cent or 5 cents per card with a surface printed stamp of 4 cents.

Destination	Inclusive rate			
	Special 2 oz.	Per 2 oz.	A.O.	P.C.
Siam (Bangkok) ...	\$ 0.30	\$ 0.30	\$ 0.15	\$ 0.15
Burma (Rangoon) ...	0.25	0.50	0.25	0.25
India (Calcutta) ...	0.40	0.70	0.25	0.25
Perth (Djark) ...	0.60	0.95	0.30	0.30
Perth (Bathurst) ...	0.65	1.05	0.35	0.35
Perth (Sydney) ...	0.75	1.20	0.40	0.40
Perth (Adelaide) ...	0.85	1.40	0.45	0.45
Perth (Melbourne) ...	1.00	1.60	0.55	0.55

The air mail for each country will be landed at the place named in brackets.  
THE AIR MAIL SERVICE from SAIGON to EUROPE is weekly. The HONG KONG-SAIGON connection will be maintained by the regular fortnightly sailing of the FRENCH mail steamers and on alternate weeks by any available steamers that can make the connection at SAIGON.  
Letters for this route should be marked "Saigon-Marseilles Air Mail Service" and handed in at the G.P.O. or Kowloon Post Office.  
Letters and postcards for Europe and South America are forwarded "via Siberia" if so superscribed.

From	To	Days
AUSTRALIA AND MANILA	Hollers	6th Jan.
JAPAN	Brisbane Maru	6th Jan.
SHANGHAI AND AMOY	Peking Maru	6th Jan.
MANILA	Amoy Maru	6th Jan.
U.S.A. HONOLULU, JAPAN AND SHANGHAI	Pres. Van Buren	8th Jan.
JAPAN AND SHANGHAI	Clouds	8th Jan.
AUSTRALIA AND MANILA	Tasmania Maru	8th Jan.
JAPAN AND SHANGHAI	Kashima Maru	9th Jan.
EUROPE via NISAPATAN (Letters and Papers) London, 8th December	Suez Maru	7th Jan.
CANADA, U.S.A., HONOLULU, JAPAN AND SHANGHAI (Vancover B.C., 17th Dec.)	Emp. of Canada	7th Jan.
LONDON PARCELS ONLY LONDON, 1st Dec.	Antenor	7th Jan.
AMOY	Tatiana	8th Jan.
U.S.A., HONOLULU, JAPAN AND SHANGHAI (San Francisco, 18th December)	Pres. Wilson	9th Jan.
JAPAN	Tango Maru	10th Jan.
CALCUTTA AND STRAITS	Takada	11th Jan.
U.S.A., CANADA, JAPAN AND SHANGHAI (Seattle, 14th December)	Const. Verde	11th Jan.
	Pres. Cleveland	12th Jan.

**OUTWARD MAILS.**  
REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to closed at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Days and Times
Straits and Parrels only for Germany via Hamburg	Alster	Thursday, 5th, 10.30 a.m.
Amoy via Swatow	Van Hous	10.30 a.m.
Bangkok	Olara Jaban	2.30 p.m.
Swatow	H. dranges	3.00 p.m.
Hollow and Pakhoi	Cons. Henri Riviere	Friday, 6th, 11.30 a.m.
Hollow and Pakhoi	Chengtu	12.30 p.m.
Swatow, Amoy and Foochow	Mayang	5.00 p.m.
Malaya, Australia and New Zealand via Brisbane—due Brisbane, 8th January	Brisbane Maru	Parcels 2.00 p.m. Reg. 2.45 p.m. Letters 3.30 p.m.
Shanghai, Japan, Canada, U.S.A., Central and South America and EUROPE via Victoria B.C.—due Victoria B.C., 14th January and EUROPE via Siberia	Pres. Madison	Parcels 8.00 p.m. Reg. 8.15 p.m. Letters 8.00 p.m.
*Shanghai and *Japan	Nellors	5.00 p.m.
Manila	Pres. Van Buren	5.00 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 7th February	Boucan	Parcels 8.00 p.m. Reg. 8.15 p.m. Letters 8.00 p.m.
Haiphong	Antenor	2.00 p.m.
Amoy	Ninghai	2.30 p.m.
Manila	Emp. of Canada	2.30 p.m.

\*Superscribed correspondence only.  
Victoria, Hong Kong, London, Tientsin, Shanghai, etc.  
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"MENEBAUS" 24th Jan., For Casablanca, London, Rotterdam & Hamburg.  
LIVERPOOL SERVICE  
"MACHAON" 11th Jan., For Harro, Liverpool & Glasgow.  
NEW YORK SERVICE  
"MARON" 11th Jan., For Boston, New York & Baltimore via Philippines and Straits.  
PACIFIC SERVICE (via KOBE & YOKOHAMA)  
"PROTEUS" 28th Jan., For Victoria, Seattle & Vancouver.  
"IXION" 18th Feb., For Victoria, Seattle & Vancouver.  
INWARD SERVICE  
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"ANTENOR" 7th Jan., For Shanghai & Dairen.  
"TROLUS" 15th Jan., For Shanghai.  
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## HONG KONG AND THE TRADE DEPRESSION

There is no disguising that the year 1932 has been just about the worst ever encountered by Hong Kong commercial circles. With a few exception local firms report not only decreased profits, but a heavy drop in business handled. On the other hand in these days the question has changed from the old "how much have I made," to "can I do enough business to keep going?" If the latter question is answered in the affirmative then there is reason to be satisfied, especially in many lines of staple business which are hit the world over. Bearing that reservation in mind, the following summary of local trade conditions must be regarded as less unhappy than it sounds. If Hong Kong has done badly, the rest of the world has done worse, and regards us as one of the favoured and sheltered places of the East.

This, however, cannot blind us to the facts of the situation. To begin with, the Manchurian dispute in the North undermined world confidence in trade with China. The subsequent outbreak of hostilities in Shanghai complicated matters still further and led to practically a standstill in this Colony's trade with North China and Japan. The intense anti-Japanese boycott during the rest of the year meant heavy losses for all who had previously done extensive business with Japan. In some instances dealers who have been accustomed to a turnover of almost a million dollars a year have had to report a complete absence of business.

In shipping circles things have been no better. The companies operating steamship lines on the Pacific have reported a very bad year. One business man, who has had twenty five years' experience of Pacific Shipping stated that he had never seen conditions like those of 1932. There was a falling off in both imports to and exports from the Colony. The tariff walls in America and Canada were factors which assisted in making business impossible. The general verdict seems to be that America has too much gold, and there is no prospect of a revival of trade with that country unless some of that gold finds its way into other lands.

Rice Shipment to America has been negligible this year, silk figures have dropped to about one third of 1931, and the export of flour from the United States has diminished to an alarming extent. The exchange problem, in all dealings with America has been most difficult during the year and American prices, due entirely to the exchange, have been prohibitive in the Hong Kong market.

The depression of the Colony's trade with America and Japan is not balanced by a proportionate increase in trade with Europe. In fact business firms dealing in European goods and products have not had a good year. In many cases articles are offered to Hong Kong at sacrifice prices but there still appear to be no buyers. The volume of goods passing to and from Europe has not shown any appreciable increase and in some lines there has been a decided falling off.

Compared with former years, the Hong Kong dollar maintained a fairly steady rate throughout the year, but the exchange affected business in so far as the Hong Kong dollar and the Chinese currency were concerned, and the fluctuation in Chinese silver currency was considered by many dealers the cause of much hardship in financial circles in the interior of China, where money is reported to be tight. Most of the merchants in the Colony having dealings up-country find that they have to give fairly long credits as it has been difficult this year to collect from their clients.

The state of local industrial companies does not give much scope for encouragement and, generally speaking, very few enterprises can boast of a good year. The local share market report, which appears in this Trade Supplement, reads like a tale of woe and already the Committees of the Hong Kong Stock Exchange and the Hong Kong Sharebrokers' Association are taking steps to ban forward business as conducive to gambling, thereby endangering an already deflated market.

But while there are moans and groans on all sides there are also quite a number of smiles to be seen. The motor trade reports quite a satisfactory year, and British cars have made a notable advance. The demand for accessories has been satisfactory, and Hong Kong, which is the centre for South China, has done well. The radio stores appear to be having a good time in spite of the trade depression, and the novelty of radio appeals just as much in Hong Kong as in other parts of the world. The number of Western motor cars is increasing daily, and there appears to be a good demand for the latest in cents and computers also. There is, however, a bigger demand than ever for the reason being the fact that Chinese women are "stepping out" more, and require all the subtleties of their European sisters in the way of make-up. Similarly silk shops and sundry goods dealers have had a good year to report, but in these lines although the demand is big, the competition in the Colony is very marked and prices have been obliged to allow only the very minimum of profit.

The reports of various merchants reveal in fact that such business as there was during the year was hampered with very little profit, and the Anti-Japanese Boycott, while being effective in removing Japan as a competitor, in some lines did not give any special flip to the trade of other countries.

Everywhere in the Colony the cry is still for lower prices, but the Hong Kong public wants more than that, and in practically every line, along with cheapness is demanded a very high standard of quality or efficiency. The cry for cheaper prices has led to huge increases in the import of Australian flour, for instance, as this flour sells at much lower cost in the local market than flour from other countries, which still finds a market here, but only a very limited one.

From all accounts, the outlook for the year 1933 does not seem at all bright and the difficult year just concluded might very easily be the precursor of another bleak twelve months. The general business men do not seem to give one inch ground for hoping for a change this year, although 1933 might quite easily prove to be the turning point of the world depression which is now hitting Hong Kong heavily. Still let us repeat, the business community seems to have weathered the storm quite well up to the present moment, and to all appearances are prepared to face the worst in 1933, to come. Their only consolation lies in the fact that Hong Kong is not as badly off as most other places. Last year Hong Kong was

## TAKING STOCK

A NEW YEAR ARTICLE OF 1932

(The following article by a well-known resident of the Colony appeared in a trade journal "The Meteor" at the end of 1932—it is apt and interest remain fresh and applicable.)

The beginning of the year is the usual time for taking stock. It is then that the merchant and the manufacturer review the past months, estimate their assets and their losses, write off doubtful accounts and ascertain whether the year has been a profitable one or the reverse. Corporations do the same, and, by comparison, know whether there has been advance or recession.

The individual, also, impelled by the spirit of seriousness and hopefulness which pervades the New Year, reviews the past and braces himself for the challenge of the coming days; for, although every day is, in sense, a fresh beginning, the New Year furnishes a convenient and an opportune time for individual stock-taking, for balancing of books—not only material books but that immaterial book into which we make innumerable, if unconscious, entries. In this operation, we are our own auditors, our own appraisers, our own judges of the success or failure of twelve months in this great adventure of life.

At this time the average individual is introspective and asks himself some serious questions. What have I gained? What have I lost? What may I write off and forget? What have I gained of life? Not merely of the means of living. No reasonable man would despise or minimize the means of living. There is much fluent and hollow praise of poverty and much depreciation of wealth; but mainly by those who have never experienced either. It is difficult to be happy in leaky boots, and a man is only following a normal instinct who strives by all fair and honourable means to make his lot easier; for Heaven knows the lot of the great majority is hard enough. We have every sympathy with John Doe, who declares that he feels happier for every dollar honestly earned; but if all that life has furnished is money with which to fill our purse, we are not far removed from the plundering, hoarding self-styled Chinese General. But, since "the greatest thing in man is mind," any estimate of gain or loss must take into account that which is distinctive of man. The pertinent question, therefore, is what has one gained for mind, imagination and culture, and those qualities which make one not only a tolerable but a positive, useful, helpful and agreeable member of society? The thought-wealth of the world is ours for the taking; the moral wealth of the world is open to him who will but receive. For twelve months we have been in a gift shop. What have we carried away that will add to our intangible assets—intangible and therefore permanent?

But life is not a rosy path, nor was it ever intended to be. We have had struggles, which were severe, days when the impingement of circumstances threatened to rob us of every vestige of satisfaction. Competition was keen and vexations were many; and the world seemed an ugly place. Have we emerged victors over circumstances, and, especially, over ourselves?

A year ago we started out with buoyancy and idealism. We were a time of speculations and big dreams and high resolves; but too frequently the resolutions became matters of pleasant jest or railway. The glow of idealism died down, the morning star of high impulse faded, and we found ourselves slipping down the ladder rung by rung until we were content to live on conventional levels and be governed by common standards. These are the results that the months are apt to bring and one must keep firm hold upon oneself lest what began in radiant enthusiasm should end in dark indifference.

Again, what have we written off and tossed into the limbo of forgotten things? There are some things we cannot write off, nor dismiss like items that may be charged to profit and loss. They have become part of us.

But there are some things we can write off the world that came up to us and that we can dismiss. The past is the past, and the future is the future. The only thing that counts is the present. The only thing that counts is the present. The only thing that counts is the present.

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## Raw Sugar Market, 1932.

## EFFECT OF CHINA'S INCREASED TARIFF

We are indebted to Messrs. Ponthreath & Co. for the following report on the sugar trade during 1932.

The principal feature of the Raw Sugar market during the year now closing has been the steadily declining prices of Java Sugars which form the bulk of Hong Kong imports, and it is safe to say that no dealers have made any money from this source. This decline is not so pronounced when comparing the local resale prices as a falling exchange has tended to increase the dollar values, although, with the exception of period immediately prior to the imposition of the new duties into China on 1st April, at practically no time during the year has the Hong Kong net value been on a parity with the replacing costs. For the sake of comparison we give below a table of the different values during the first week of each month, viz:—

Month	Whites H.K.	T.T. Java	Parity	Whites C.I.F.
January	7.70	61.4	4.70	4.75
February	7.45	61.1	4.51	4.55
March	7.25	61.1	4.42	4.50
April	7.50	60.1	4.47	4.47
May	7.50	58.1	4.10	4.47
June	7.40	58.1	4.13	4.32
July	7.40	58	4.00	4.27
August	7.40	58.1	4.13	4.27
September	7.10	58	4.11	4.22
October	7.20	58.1	4.04	4.23
November	7.50	54.1	4.07	4.15
December	7.35	54.1	3.97	4.03

## Tariff Causes Heavy Buying.

Early in March it became known that the Chinese Government contemplated revising the import duties on sugar, basing same on polarization instead of colour, and that duties would be greatly increased; this led to heavy buying and any sugar that could reach a Chinese port of entry on, or before, 31st March obtained a premium. Two or three steamers, outside the usual carriers, were chartered, one being diverted while en route to India with a full cargo of sugar which was landed here.

## Reaction.

This short period of activity was followed by the inevitable reaction; stocks of sugar in the China ports were very heavy and new buying practically ceased. Unfortunately, there has been no return to normal buying and apparently no prospect of such a condition is in sight. With to-day's values and present exchange the values on White Java Sugar into duty amounts to over 150 per cent which puts the article out of reach of a vast majority of the population. The imposition of the new duties has been of some benefit to Hong Kong whence large quantities were shipped by native craft for smuggling into China. However, the activities of the smugglers have been curbed to a great extent, and very little sugar is moving in consequence.

During the year under review there have been some attempts made by importers to regulate the price of raw sugar and so prevent, or lighten, the heavy losses with which dealers were faced, but these failed owing to Java's anxiety to make sales at almost any price.

## FLOUR AND WHEAT

BIG STOCKS NOW IN HONG KONG

PRICES VERY LOW

In reviewing the flour business in Hong Kong, a leading local dealer states that business during the year has been fairly good but Chinese wholesalers found some difficulty in selling to the interior, because of the keen competition from Shanghai.

Owing to the high prices prevailing, American flour did not find much of a market here this year, the exchange being a big factor against it. Australian flour, being cheaper took the business that was hitherto enjoyed by American flour dealers.

Local purchasers, however bought quite a good proportion of Canadian flour as this had to be used as a mixer when making noodles.

Generally speaking prices are very low at present and higher prices are not anticipated for the coming year. The world's wheat position reveals that the surplus of wheat is far too big for the demand.

So far as the Hong Kong market is concerned, prices are at their lowest and large stocks are on hand at the moment, which seems to indicate that there is no likelihood of prices going up in the near future.

Flour imported to Hong Kong during the year from various countries is as follows:—

## United States.

bags.	
January to June	373,379
July	107,500
August	187,250
September	189,100
October	111,350
1931—Total for year	1,173,355

## Canada.

bags.	
January to June	570,504
July	59,800
August	34,000
September	56,108
October	55,353
1931—Total for year	855,864

## Australia.

bags.	
January to June	1,701,023
July	106,426
August	45,741

## FRESH FRUITS

IMPORTED ORANGES, APPLES AND GRAPES

1932 QUITE A GOOD YEAR

The principal imports under the heading of "Imported Fresh Fruits," writes a prominent dealer in this line, "are apples, oranges and grapes, and considering the low level to which the Hong Kong dollar has fallen, business so far as volume is concerned compares favourably with the previous year."

Oranges, however, has had a bad year and the import of this fruit is estimated to have decreased by 25 per cent. due, no doubt, to the outbreak of cholera during the summer months in Hong Kong and in Canton. This has caused widespread curtailment of soda fountain business throughout South China from August to October, which normally, is about the best time of the year for this type of business.

In line with the general drop of commodity prices, the fruit market had reacted sympathetically and this factor has undoubtedly accounted for the maintenance of the 1931 returns.

Fruit export prices were from 10 to 25 per cent. below those of the preceding year, but it is not possible to mention the returns at the time of writing.

Imports of the fancy grade fruits, such as melons, etc., have a decided improvement to report. This has been brought about by improved storage facilities introduced by the retailers and the enterprise of the importers concerned.

The business in imported fruits from California, conservatively estimated, must run over Hong Kong \$1,000,000 for the year 1932.

September	120,270
October	246,143
1931—Total for year	183,999

## Total Imports.

January to June	3,246,508
July	326,724
August	237,911
September	377,494
October	529,759
1931—Total for year	4,012,116

## RICE EXPORTS

DECIDED FALLING OFF REPORTED

BUYERS NOW TURN PRODUCERS

The following report on the year's business in rice is obtained from a reliable source—one of the biggest handlers of rice exports in the Colony:—

"It is somewhat of a farce to try and review the rice trade during the past twelve months of the year. The erstwhile consuming centres of this cereal have become producers and there is a surplus of rice crop in almost every country in the world."

Peru is the last to drop the importations of rice and there was practically nothing exported this year from Hong Kong to Peru. The following figures of exports to Peru in the past may seem illuminating:—

1926—August Shipment—3121 tons at 19/3d per cwt.
1927—September Shipment—3543 tons at 17/6d per cwt.
1928—August Shipment—1360 tons at 15/6d per cwt.
1929—August Shipment—1004 tons at 15/5d per cwt.
1930—September Shipment—918 tons at 16/- per cwt.
1931—June Shipment—900 tons at 10/- per cwt.
1932—November Shipment—12 tons at 6/- per cwt.

The Peruvian "soles" have depreciated considerably in value relative to Sterling and American dollars and this factor has finally put the lid in importations by that country.

For the same reason, Japan with her depreciated "yene" cannot buy rice. The United States has not even ordered Chinese "Pakings" and "Seemins."

As far as can be seen there is absolutely no export business in sight for the new year.

The recent arrangement to regulate prices and to pool Rangoon rice sales in the United Kingdom will have a disastrous effect on millers at Sim and French Indo China, and indirectly will effect the business in this Colony.

## RADIO AND RADIO PARTS

A GOOD YEAR REPORTED

The radio industry has developed in about four years into one of the most progressive of the world. The Colony though slow in starting on this line has made great steps forward in the past two years.

Two years ago, there were not more than four retail radio stores but to-day there are over thirty stores where a person can choose between seventy various makes. There are radios that sell for \$100 to sets that cost as much as \$1,200.

The first commercial radio was made by Westinghouse and it is interesting to note that they were also the first to give a pre-announced regular broadcast on November 2, 1920 and has broadcast ever since.

The success of the radio industry in the Colony depends on the broadcast reception received and the local Broadcasting Studio is to be congratulated on the strides they have made to bring their programmes to a level of other outside studios. Of course there is much to be done before we can have an all day programme and when that day comes the Hong Kong radio owner will not have to depend so much on Manila and Shanghai for their radio entertainment.

The Radio industry has, it is reported, greatly reduced the sales for ordinary spring wound gramophones and has also been very harmful to the record trade.

## Chinese Support.

To the Chinese, the radio is a source of real enjoyment because the most elementary receiver has a range of over twenty different programmes to tune into at almost any time of the day or night.

There are nearly 4,000 receiving sets in the Colony and the revenue derived from these sets helps to defray the expense of the Broadcasting Studio. A fee or license of \$10 per annum is levied on every owner by the Government.

There are two branches in the radio industry, the making, and the repairing or servicing of sets after they are sold. There are very few service stations in the Colony that can put out repair work on a par with workshops in England or America, the main drawback being the lack of competent radio engineers who will work for a moderate salary.

One of the biggest service stations in the Colony with up-to-date material necessary in repair work is owned by the Radio Services Ltd. and a walk through their service station is an education in itself.

## A Brief Description of Cognac Brandy

We are indebted to Messrs. Gande Price & Co., Ltd., for the following article on Cognac Brandy—revealing many "secrets of the trade," and explaining the difference between Cognac Brandy, and other varieties of brandy.

It is common knowledge that Brandy is a spirit produced by the distillation of wine, but perhaps few people are aware of and realize the important difference between Brandy and Cognac Brandy. The latter is the distilled product of wines produced exclusively from grapes grown in a clearly defined area known as "The Cognac District" of France, which practically corresponds to the geographical limits of two counties—The Charente and the Charente-Inférieure—two departments in the west of France.

It is a region quite apart and characteristic both as regards its climate and the nature of its soil, and was thus legally recognised in a Decree dated 1st May, 1909, which described Cognac Brandy as "The product of the vine grown and distilled within the limits of the Cognac District." In order to enforce the Decree, and to give to Cognac Brandy its legal rights, a special certificate was created known as the acquit "Jaune D'or," and is scrupulously controlled by the French Excise. The Law is so effective that no Brandy can be shipped under the denomination "Cognac Brandy" unless it is absolutely genuine.

## Legally Guaranteed.

Cognac Brandy being thus legally described and guaranteed, it was still further protected by the Law for the suppression of Fraud, a measure completed by the Decree of May 9th 1910 concerning original denominations.

The region of Cognac is subdivided into separate districts of different growths namely, Grande Champagne, Petite Champagne, Bederias, Fins Bois, Bons Bois, Bois Ordinaires, and Bois Communs.

They are placed in their order of merit, the Grande Champagne producing those fine Brandy which have contributed the most to extend the renown of Cognac the whole world over.

The Vineyards extend for miles over the country-side, and the person who sips a glass of Cognac after a good repast very possibly does not realize the toil, and almost religious care taken of the vines, from the time they appear as dead roots after pruning, till the neatly labelled bottle is offered to the public. The Vines have countless enemies. Black Rot, Mildew, and the dreaded Phylloxera, to give only a few examples, but thanks to the scientific research work carried on by the station of Viticulture under the supervision of an expert, and by continual treatment, the vines are able to resist the ravages of these diseases.

## Harvest.

Towards the end of September or beginning of October, according to the season, the grapes appear in large clusters on the vines, and are ready for plucking; the result of months of tender treatment, and very often moments of anxiety, for a late frost can ruin the fruits of all ones labours. Men and women are engaged in picking, the slow but stately ox wagons make their appearance, and the grapes are transported to the huge wine presses, as a rule situated in close proximity to the distilleries.

As the grapes are brought in they are first of all passed through grooved rollers. This is to break the skins before going directly into the Wine Press, which is a round structure composed of upright pieces of hard wood, separated to allow the juice to escape, and the revolving press that is slowly screwed down onto the pulp. Some are still worked by hand lever, but the most up to date are now run by electric power.

The product of the presses is run off into barrels, and is allowed to

ferment. After about 10 days the wine is ready for the still. The alcoholic strength is now about 9° though this varies according to the wine and the harvest. A dry season will produce wine of a high degree, though less in quantity; whereas a wet season produces wine in greater quantity but of a lower strength, generally speaking.

The old fashioned Pot Stills are used for distilling the wines of the Charentes, and vary in size, but a Still capable of receiving 700 litres of wine is about the average. After the first distillation this quantity is reduced by about two thirds of its original volume, and the liquid obtained is known as "Brouille." This is returned to the still, and a second operation takes place, producing a spirit of an average degree of from 15° to 20° over proof. This is known as "Bonne Chauffe" and is destined to become that incomparable, comforting, stimulating elixir "Cognac Brandy" the very quintessence of wine.

## The Wood.

However, before it is palatable it has to be thoroughly matured over a period of several years. The choice of wood is very important, and casks made of the finest Limousin oak are used, for much depends upon this for the proper ageing and maturing of the young Brandy. During this period much care and attention is necessary in order to preserve the thousands of hogsheads in proper condition. A new cask may deliver too much tannin from the wood, or an old cask may ruin the bouquet, so that constant attention has to be given and precautions taken lest the valuable liquid be spoiled.

Then comes the time for blending. This is one of the highest arts in the history of Cognac, and is the work of experts that only years of practical experience can produce. To produce Cognac Brandy of unfailing quality, of the best assorted growths of the Charentes, and to ship many thousands of cases annually to all parts of the world, is due entirely to carefully conceived blends, which take into account at the same time the source and the maturity in casks of products already selected at the moment of distillation. To do this, tremendous stocks must be held, either ready for blending, or undergoing the process of maturing.

After the blends are determined and approved, and reduced to the desired strength, during the course of which they are filtered on their way through the blending Vats, the brandy is again run off into hogsheads and despatched to the reserve warehouses, where it is allowed to rest.

Such is a rough sketch of the production of Cognac Brandy from the time it appears in the form of grapes, till the moment it is ready for bottling.

## The Final Stage.

It is comprehensible that the Brandy is bottled under various marks, which differ only in price according to age, the quality being always the same. Before reaching the bottling department, where it is delivered into Vats corresponding to the mark required, the Brandy is again filtered. It is then filled into the familiar "Cognac" shape bottles, which have been previously selected, washed, and finally rinsed with a similar Brandy. Specially chosen corks of the finest quality are used, capsules are fitted, labels affixed, and as a final test each bottle is examined under a powerful electric light. From there to the packing floor, to be subsequently stacked in miniature mountains of cases awaiting the shipping marks that are to guide the cases to their destinations all over the globe.

## THE PAPER TRADE

VERY BAD RESULTS ON YEARS' WORKING

LOSS REPORTED BY LOCAL FIRMS

Local firms handling the paper trade have had an adverse year and losses are reported from several sources. It would seem that local buyers are taking in minimum stocks and that very little orders were placed during the year.

Writing on the business, one who is in close touch with the dealers in paper writes:

"Business in paper has not been good during the year. Big stock of M. C. Co., Newspaper and

other cheap printing paper were carried over from the year before and very little fresh business was done. Mills in Europe having had to keep their works going to avoid deterioration by rust to their machinery accumulated large stock in their warehouses and this was offered at ridiculously low rates despite the fact that exchange has gone up. Throughout the year, Japan was not in the market for paper at all."

The institution of new customs restrictions in China and other business tax has slowed down the movement of cargo from Hong Kong and large stock has accumulated here.

Only very small stock of Ledger and Bond papers are stocked as shown to the uncertainty of exchange, no dealer would care to lay down for much stock.

On the whole business has been bad and most of the dealers show a heavy balance in their work-



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Remove cap  
raise lever and  
push upwardsTO CLOSE  
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Hydraulic	Four-speed
Brakes	Gear-box

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# CENTRAL

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# Motor Vehicles in the Colony

INCREASE OF 258 CARS DURING 1932

## NOTABLE PROGRESS OF BRITISH MAKES

A detailed list of motor vehicles in the Colony licensed during the past year is given below. The figures show a grand total of 3,374 vehicles on the road against 3,116 of last year. Of this year's total 1,321 are British.

Private cars show a total of 1,999 against 1,842 licensed two last year. This year 623 were British against 592 for the previous year. The public vehicles reached a total of 446 and include 100 buses—all British—24 taxis and an amazing figure of 303 motor cars for public hire.

Commercial vehicles were 501 this year against 474 for the previous year. Those of British manufacture showed a decrease from 145 to 194 for the present year. American on the other hand increased from 304 to 464.

Motor cycles dropped heavily showing only 339 against 529 for last year. There were 393 British makes last year but only 276 for this year. American cycles dropped heavily from 125 to 50.

The above figures show a total of 3,035 motor vehicles against 2,587 for the previous year.

Of this 2,589 were passenger motor cars—(private cars, public hire cars and taxis)—not commercial trucks and buses—against a total 2,103 for last year.

The detailed list is as follows:—

### PRIVATE CARS

#### BRITISH

254 Austin Stevens  
96 Morris Minor  
53 Morris Cowley  
51 Morris Oxford  
27 Armstrong Siddeley  
19 Hillman  
16 Austin Twelve-six  
13 Singer  
12 Trojan  
12 Volesley  
9 Jowett  
8 Standard  
7 Crossley  
6 A. C.  
6 Austin six-Sixteen  
6 Clyno  
6 Humber  
6 Vauxhall  
5 Morris Isis  
4 Bean  
4 Cubit  
4 Rover  
4 Triumph  
3 Sunbeam  
2 Lagonda  
1 Bayliss Thomas  
1 Bentley  
1 Calthorpe  
1 Daimler  
1 Galloway  
1 Lancashire  
1 Riley  
1 Straker Squire  
1 Talbot  
1 Waverley

652

#### AMERICAN

256 Ford  
193 Buick  
118 Studebaker  
82 Chevrolet  
84 Overland Whippet  
53 Chrysler  
50 Erskine  
47 Essex  
47 Willys Knight  
42 Nash  
36 Dodge  
34 Willys  
33 De Soto  
23 Pontiac  
22 Hupmobile  
21 Plymouth  
15 Auburn  
15 Hudson  
14 Graham Paige  
11 Marmon  
11 Oldsmobile  
10 Marquette  
9 Durant  
9 Packard  
9 Oakland  
9 Rockne  
9 Roosevelt  
4 Reo  
3 Austin Bantam  
3 Cadillac  
3 Chandler  
3 Deaux  
3 Jordan  
3 Diamond  
2 Lincoln  
2 Pierce Arrow  
2 Rugby  
2 Stutz  
2 Star  
1 Chalmers  
1 Maxwell  
1 Paige  
1 La Salle  
1 Locomobile  
1 Templar

1213

### BRITISH EXPORT TRADE

#### PROSPECTS FOR 1933

For the first nine months of 1932 export values of cars from Great Britain exceeded those imported by approximately £2,000,000.

On the subject of the demand for British cars in the Empire, Mr. John Price, of Singer & Co., Ltd., the well-known manufacturers, is optimistic and his reasons are worth quoting. Mr. Price points out that, excluding Canada, there is a replacement demand in the Empire of 30,000 vehicles, and it is in no way over-optimistic to calculate a possible sale of 100,000 British cars exported.

### CONTINENTAL

95 Fiat  
12 Opel  
9 Citroen  
4 Mathia  
4 Peugeot  
3 Hanomag  
2 Hotchkiss  
2 Lancia  
1 Berliet  
1 Horch  
1 Minerva  
1 O. M.  
134  
Total number of private vehicles  
1998

### PUBLIC VEHICLE LIST

#### TOTAL 446 VEHICLES

Comprising:  
100 Buses  
203 Public Hire Cars  
74 Taxis

#### BUSES

59 Thornycroft  
31 Vulcan  
26 Dennis  
20 Leyland  
15 Guy  
13 Comber  
4 Morris  
1 Studebaker

199

#### TAXIS

38 Chevrolet  
10 Hillman  
8 Rockne  
8 Willys  
4 Ford  
4 Morris  
2 Clyno

74

#### PUBLIC HIRE CARS

51 Studebaker  
27 Ford  
24 Whippet  
19 Plymouth  
16 Chrysler  
14 Chevrolet  
12 Willys  
8 Overland  
6 Buick  
5 Overland Whippet  
4 Oldsmobile  
3 De Soto  
3 Hudson  
2 Dodge  
2 Essex  
2 Nash  
2 Pontiac  
1 De Vaux  
1 Erskine  
1 Oakland

203

### METAL TRADE

#### VERY BAD YEAR CONCLUDED

#### SEVERAL FACTORS WHICH DEPRESSED THE MARKET

The year 1932 has not been a good for the metal trade in Hong Kong, writes a dealer in this line. The reasons he gives are as follows:—

1. Owing to the Sino-Japanese conflict in Shanghai and North China at the end of last year, the merchants have suffered considerable losses and business in general during the spring was seriously affected. Metal trade in Hong Kong was at a standstill.  
2. During March and April, more than 20 native banks in Canton went bankrupt, and in addition Chinese coins have dropped considerably in value, being heavily discounted in exchange for Hong Kong banknotes. These facts retarded trade to a great extent.  
3. In May and June, owing to the increased tariff in Canton, metal trade was suspended for over

### MOTOR CYCLES

TOTAL : 339 SOLO AND COMBINATION MACHINES

Comprising:—  
248 Solo machines  
90 Combinations  
1 Threewheeler

#### BRITISH

70 A. J. S.  
67 B. S. A.  
45 Triumph  
19 Norton  
11 Ariel  
11 Matchless  
9 Raleigh  
9 Rudge  
7 Douglas  
6 Coventry Eagle  
6 Humber  
5 Royal Enfield  
5 Sunbeam  
3 James  
2 Excelsior  
2 New Hudson  
1 Ascot Pulin  
1 Brough Superior  
1 Cotton  
1 Francis Barnett  
1 Ralco  
1 Morgan Runabout

278

#### AMERICAN

37 Harley Davidson  
8 Indian  
1 Ace  
1 Henderson  
2 Neracar

50

#### CONTINENTAL

5 Monet Goyon  
2 Gillet  
2 F. N.  
1 D. K. W.  
1 B. M. W.  
1 Sarolea  
1 Sundoff

13

### LORRIES, VANS, TRUCKS, ETC.

#### BRITISH

32 Albion  
32 Dennis  
31 Morris  
7 Trojan  
5 Halford  
5 Thornycroft  
3 Bean  
3 Bedford  
3 Vulcan  
1 A.B.C.  
1 Guy  
1 Leyland

134

#### AMERICAN

216 Ford  
112 Chevrolet  
31 G. M. C.  
31 Willys  
11 Dodge  
9 Diamond  
9 Studebaker  
9 White  
8 Federal  
6 Reo  
3 Overland (Whippet)  
3 Rugby  
3 United  
2 Brockway  
2 Fargo  
2 Republic  
2 United States  
2 Stewart  
1 Cadillac  
1 Moreland & Graham  
1 Sanford

464

#### CONTINENTAL

1 Citroen  
1 Fiat  
1 Opel

3

one month. As a consequence, it is difficult to collect payment of accounts for goods sold during January to April, and this has inflicted hardship on dealers in Hong Kong. Fortunately, the dealers are in a strong financial position otherwise there would be disastrous results.

4. In July and August (Chinese Moon festival), according to Chinese customs, this is a time for settlement of accounts for goods sold during the first half of the year, and the balance is left to be settled by the end of the year. Since some of the accounts have not been paid in time, as anticipated, dealers are therefore hesitant to sell further on credit this season, and as a result business decreased to a great extent.

During this year, the arrival of goods through Importers consisted of mostly square, round and flat bars for this market, amounting to a value of \$6,000,000, estimated to be the largest amount in recent years. Unfortunately, the Home price and the exchange are erratic, and for the aforementioned reasons, business became depressed. Luckily, there is still a large stock in Hong Kong and recently the exchange and Home prices have advanced somewhat, coupled with the small bookings done during the past few months, the local market has improved considerably. Thus these factors would help to make good the losses sustained during the first half of the year.

Perhaps it may be of interest to know that during the year the total import of wire mill and galvanised wire was as follows:—  
Wire mills about \$300,000.  
Galvanised wires about \$100,000.

Don't forget when ordering  
your daily supplies  
to ask for:—

WHISKY... "White Horse"  
Marchant's

GIN... "Silver Slipper" Dry  
Melrose Dry & Old Com.

BEER... McEwan's "Red Label"  
McEwan's Strong Ale  
Wm. Younger's Light Beer

BRANDY... Otard's 3 Star, V.S.O.P.  
& 1865 liqueur Brandy

LIME JUICE... Montserrat

SQUASHES... "Schweppes" Lemon  
and Orange

GROCERIES... "Aylmer" canned fruits and  
vegetables.  
"Chiver's" Jams, Jellies and  
Custard powders.  
"Gold Medal" Sardines.  
"Pacific" Brand Evaporated  
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## PETROLEUM PRODUCTS IN SOUTH CHINA

### FAIRY GOOD TRADE EXPERIENCED

#### KEROSENE

Prices generally were a good deal lower than in 1931 but remained steady for the second half of the year.

The increase in consumption noted during the first half of the year was not maintained, despite the freedom from political troubles and irregular taxes. This can be attributed to the poor economic conditions, due to the universal trade depression, to the financial crisis in Canton earlier in the year, and also to the depreciation in Canton currency which, compared to the Hong Kong Dollar, was considerably lower than in 1931.

One of the features of the year has been the increase in locally produced kerosene distilled from gas oil.

Smuggling of kerosene continues from Kwong Chow Wan to the neighbouring parts of China, but the Chinese Maritime Customs have become more active and it is to be hoped that the occasional seizures will act as a deterrent.

#### LIQUID FUEL

Compared with 1931, there has been some decrease in the consumption of liquid fuel in the South China area, but this decrease is probably smaller than in many lines of business. The liquid fuel trade of South China can roughly be split into two parts:—

1. Supplies to ships calling at Hongkong for bunkers, and
2. Deliveries to inland consumers for various purposes.

It will be appreciated that with the general decrease in trade and consequent decrease in amount of cargo being carried in ships in South China waters, certain ships have been laid up and others have not been calling as frequently as in other years. For this reason the consumption of liquid fuel by ships' bunkers has shown a fairly large decrease. On the other hand, consumption of fuel in the inland districts has shown some increase. Electric light plants continue to be erected at interior points and additionally those that already exist occasionally make additions to their plant, the net result being that the demand for liquid fuel registers a steady increase. Furthermore, there is a small but fairly consistent increase in the demand for diesel fuels for use in small engines operating Rice Mills, Ice Factories, etc.

Of especial interest is the fact that there has been a considerable expansion in the demand for fuel for central heating and domestic purposes generally. The advantages of oil for this type of work are gradually becoming better known in Hong Kong and many private residences now have oil-fired cooking ranges, in addition to large buildings such as the new Gloucester Restaurant. It may not be generally known that most of the larger buildings in Hong Kong now rely upon oil for their hot water supplies and central heating. Some of the Hongkong and Shanghai Hotels Co.'s local establishments, Gloucester Building, the National City Bank, Matilda Hospital and War Memorial Hospital, to name only a few.

Prices throughout the year have scarcely fluctuated and have remained on practically the same levels as those ruling at the end of 1931.

#### LUBRICATING OIL

There is not much to say on the development of lubricating oil in South China as progress in this product goes hand in hand with that of kerosene and diesel fuel oil. There has been a small but steady increase in both motor lubricants and industrial lubricating oils due

to the increase in motor vehicles and the various new machinery which has been installed in the interior. There is a slight but nevertheless welcome tendency for consumers to use high class branded lubricants for their new machinery although the greatest volume of lubricating oil trade in South China is still in very cheap grades. The general conditions of the country are such that concerns cannot afford to pay high prices for their oils and it is not yet generally realised that economies can be effected by using high grade specialised oils even though their initial cost may be high.

There has been considerable development in military aviation and in this particular branch the use of first class oils is appreciated, with the result that there has been a good demand for aviation oils. Supplies of absolutely first class lubricating oil are now available at all places where there is a landing ground in South China.

The demand for technical white oils has been maintained and these are principally used for the manufacture of hair oils which are sold all over the area. The white oil production from several large European refineries is now available in South China and this has caused a general reduction in the prices. There have been practically no changes in lubricating oil prices apart from those necessitated by fluctuations in exchange.

#### ASPHALT

The use of Petroleum asphalt continues steady, showing a slight increase in consumption which can reasonably be looked for. As far as Hong Kong is concerned, the actual consumption varies little the biggest consumer being the Government P.W.D. In China Proper the asphalt market is developing gradually as the Municipalities of the South China ports bring the use of this product into their scheme of municipal reconstruction and development.

The potential market for asphalt is increasing always with the increasing construction of roads in the interior, but the actual laying of asphalt surfaces is hindered by the Provincial Governments' financial and likewise financial difficulties of municipalities situated in the interior, as well as the fact that the construction and maintenance of roads is almost an entirely new feature in the country, and judged by western standards, is notable for the most complete absence of plant in the application of scientific methods.

#### PARAFFIN WAX

The use of Paraffin Wax for industrial purposes continues to be negligible, and the main outlet for this product is the sale to native manufacturers of Joss candles, which are used in connection with religious and ceremonial ceremonies. A small percentage is also used by native manufacturers of foreign style candles.

The trade during 1932 in Kwangtung has shown some decrease over that done in preceding years, which can be attributed in part to the decrease in the use of Joss candles in religious celebrations, a practice which, incidentally, the Chinese Government authorities have definitely pronounced against. However, the greatest factor probably causing the decrease in the trade of Paraffin Wax has been the combination of the high prices necessitated by the considerably fluctuating rates of exchange on the countries from which this product is imported, which countries are America and the Dutch East Indies, and additionally, increase in taxation amounting to nearly 20 per cent of the selling value of Paraffin Wax was imposed at the end of last year throughout the territories of China acknowledging the jurisdiction of Canton. The result of these two factors, which of necessity must have very prominently in the consuming manufacturers' costs, has been to encourage the use of native oils and waxes, while, as far as the trade done in legitimate Paraffin Waxes is concerned there has been a natural tendency for the trade to show an increased percentage of sales in the cheap semi-refined waxes at the expense of the fully refined grades.

#### PARAFFIN WAX CANDLES

The total trade in foreign style Candles manufactured from Paraffin Wax has remained about the same though, as in the case of Paraffin Wax, the unavoidably high prices for the foreign manufactured candles together with the new and heavy taxation thereon, has reduced the sales of these candles with consequent benefit to the trade done in native made foreign style Candles though these are of considerably inferior quality.

## GASOLINE & OIL

### A SECOND OPINION

Another well-known firm also gives its report on similar products as follows:—

#### KEROSENE

In South China comprising the provinces of Fukien, Kwangtung, and Kwangsi, with of course Hongkong included, a decrease in consumption of about 25 per cent occurred in 1932 as compared with the previous year.

Prices of necessity have been at a relatively high level due to low silver exchange and owing to the comparatively large import duty payable on kerosene imports into China. These price levels coupled with the generally reduced circumstances of the consuming public, can well account for the decline in consumption. An additional factor of great importance affecting the imports of foreign kerosene into China has been the increase in distillation of kerosene from gas oil received from abroad but imported under a duty rate which allows the kerosene produced therefrom to be sold at a wide price differential below the imported kerosene. Inasmuch as the Chinese Government is losing the major portion of the import duty imposed on imported kerosene by the extent to which that product is replaced by the locally distilled kerosene, it would seem to their interests to institute measures to recover the revenue now being sacrificed under present duty schedules.

#### GASOLINE

There continues to be widespread activity in road building in most parts of South China, so that whereas the price and exchange factors, together with adverse economic conditions, have tended to restrict the sales of gasoline, the total consumption of this product has shown a slight increase during 1932. Communication by motor bus once instituted, is of course such a boon to widely separated communities, which heretofore depended on the old means of travel, that bus lines once opened are being maintained and new ones being established in the face of generally adverse economic conditions throughout South China.

#### LUBRICATING OIL

Chiefly due to falling off in demand for freight space, fewer steamers are making Hongkong a port of call, and consequently requirements of lubricating oil for Marine purposes are much less than a year ago. The lower value of local currency has necessitated higher prices for quality brands.

### SHIPPING CONTINUED FROM PAGE 2

#### PACIFIC BUSINESS

##### WORST YEAR KNOWN TO AN OLD RESIDENT

##### GLOOMY PROSPECTS AHEAD

An old resident of the Colony, who can claim to have been connected with the Pacific shipping business for the past twenty-five years, interviewed by a representative of the Daily Press, stated that all the pessimistic forecasts made last year with regard to the 1932 Pacific business had been realised. The year now coming to a close had been the worst on record for the past twenty-five years.

The seasonal movements of freighting and other commodities and Chinese merchandise are down and much below the average and are much worse than last year, which was a bad enough year. There are no indications of improvement.

Rates of freight have practically remained untouched and though there has been some disturbance at the Pacific Shipping Conference, things are likely to be patched up soon.

In particular, and there is therefore a marked tendency on the part of the public to buy cheaper grades, regardless of the fact that cheap oil, which is necessarily of low quality, cannot possibly economically do the work for which it is selected. Again, fairly high local prices have made it highly profitable for many whose business is not the lubricating oil business, to import the cheapest red engine oil for sale in South China, knowing full well that most people think of oil as oil and therefore pay no attention to quality, regardless of the fact that such necessarily low quality oils are greatly more expensive than the best quality procurable, that is, from a depreciation of the value of machinery point of view.

#### DIESEL OIL

Market prices for Diesel Oil in South China Proper including Fukien, Kwangtung, Kwangsi and Hongkong, have been somewhat lower in 1932 than they were in 1931. Diesel oil is not as extensively used for industrial purposes in South China as one would expect. Statistics for 1932, however, show increased consumption for this product in industrial and motorboat engines as compared with the previous year. It is evident that Diesel oil is receiving more recognition as a clean, efficient and economical fuel from prospective users.

While increased quantities of Diesel oil have been imported and sold for use as a fuel, rather large quantities have also been imported, especially during the latter part of 1932, and used for the distillation of low-grade kerosene.

#### PARAFFIN WAX

The manufacture of joss candles is the principal and practically the sole use for Paraffin Wax in South China. During last year, and the previous year the Nationalist Government were very active in certain provinces against the use of joss candles. It would appear that this campaign was not very successful, but not at all popular. The consumption of joss candles during 1932 was greater than in the previous year, with the resultant importation of greater quantities of wax. Prices of Paraffin Wax, despite the drop in exchange, were on the whole lower than during 1931. In order to meet these prices, some importers of wax brought in large quantities of very poor semi-refined wax, which was offered in competition with the well-known products of established importers.

#### PARAFFIN CANDLES

Prices of candles, both of native manufacture and imported brands, were lower than in the previous year. This was to be expected in view of the fact that wax prices were also lower. The consumption of high grade standard candles of European and American manufacture suffered a decline, and this was to be expected in view of the low prices of candles manufactured in South China. Part of the decline was also no doubt due to the fact that importers of candles of the more popular and better known brands experienced considerable trouble in preventing small manufacturers from supplying an inferior article sold in packages imitating the popular brands.

since then the market has been fairly active but it is still way below the usual business. The prospects for next year are far from bright and it might quite conceivably be worse than the present one.

"The Chinese American Shipping Company came in on the trade during the year. This Company is using the ships of the East Asiatic Company."

"The N.Y.K. have withdrawn their Vancouver service from Hong Kong and their ships turn back from Japan. That occurred at the end of the summer."

"The Oceanic and Oriental Navigation Company are making their first entry into the passenger trade in the Pacific and they are having three passenger ships on the run, replacing three cargo ships."

#### Local Rattan Business Suffers

"The bad condition of trade in the Pacific can be traced to several causes, but particularly to the tariff put up during the present year. In Canada, since the conclusion of the Ottawa Conference the rattan furniture business with Hong Kong has been practically at a standstill because of the customs pricing and of the tariff. Things are so bad in America that the usual purchases of firecrackers for New Year celebrations and for Christmas have been reduced by more than half."

## RATTAN AND CANE

### BUSINESS SUFFERING DUE TO FALL IN SILVER

#### AMERICAN BUSINESS FALLS FIFTY PER CENT

The year under review records a marked decline in the Rattan, Cane and Furniture business. Difficulties in securing orders due to the world trade depression further augmented by the Freight Charges, which are paid either in U.S. Currency or in Sterling, as owing to the low value of silver and with an unchanged freight rate (with the exception to goods destined for the Pacific Coast Ports of North America) to cope with the silver situation, exporters are finding it extremely difficult to trade.

On the whole dealers in this line witnessed a decline of about fifty per cent, in the American business as compared with 1931, while in the European trade this decline is not so marked.

The following approximate figures of the 1932 and 1931 shipments will be found interesting:—

Exports to Europe.		
	1932	1931
Canes	19,000	23,500
Rattan Core and Rattan ware	2,700	1,400
Exports to Great Britain.		
	1932	1931
Canes	26,000	41,700
Rattan Core and Rattan ware	2,700	2,900
Exports to United States.		
	1932	1931
Canes	2,300	6,400
Rattan Core	4,300	8,600
Bambooware and Rattan ware	11,000	10,000
Rattan Furniture.		
Exporters and Factories are experiencing extremely lean times. During 1931 we saw a 30 per cent decline in exports as compared with 1930. During the last 12 months we have witnessed a further decline of almost 50 per cent from the 1931 shipments.		
The only market has been the Pacific Ports of the United States and the Hawaiian Islands.		
1932 shipments totalled about 13,600 bales.		
1931 shipments totalled about 24,500 bales.		

#### PACIFIC SHIPPING

##### LEADING COMPANY'S VIEWS

##### NO IMPROVEMENT TO REPORT

"In making a hasty review of the Shipping Situation on the Pacific during the year just passed, one is impressed with the fact that there has been no improvement over the year 1931," writes the Manager of a leading Shipping Company in Hong Kong.

"The total tonnage on both Imports and Exports has fallen off seriously. The low value of silver has resulted in high prices on imported goods in local currency. The depression in foreign countries has been at its lowest ebb during 1932, with the result that the buying power of the people in foreign markets has been so greatly reduced that even although prices of Hong Kong goods in foreign currencies have been very low there has been very little buying."

"There has been a very unsettled condition with regard to passage fares due to the depreciation of silver, and due to the fact that Steaming and Yuen have during the last year reached their lowest levels. There is still a reasonably fair movement of Tourist Traffic, particularly from the United States to the Orient, but it has not been up to the standard of that of previous years. The Sino-Japanese situation has been a very great disturbing element with regard to both Freight and Passage. The Pacific Shipping Companies sailing at Hong Kong are not retreating in their services in any manner but are in fact improving their services looking forward to the resumption of normal trade."

"The bad condition of trade in the Pacific can be traced to several causes, but particularly to the tariff put up during the present year. In Canada, since the conclusion of the Ottawa Conference the rattan furniture business with Hong Kong has been practically at a standstill because of the customs pricing and of the tariff. Things are so bad in America that the usual purchases of firecrackers for New Year celebrations and for Christmas have been reduced by more than half."

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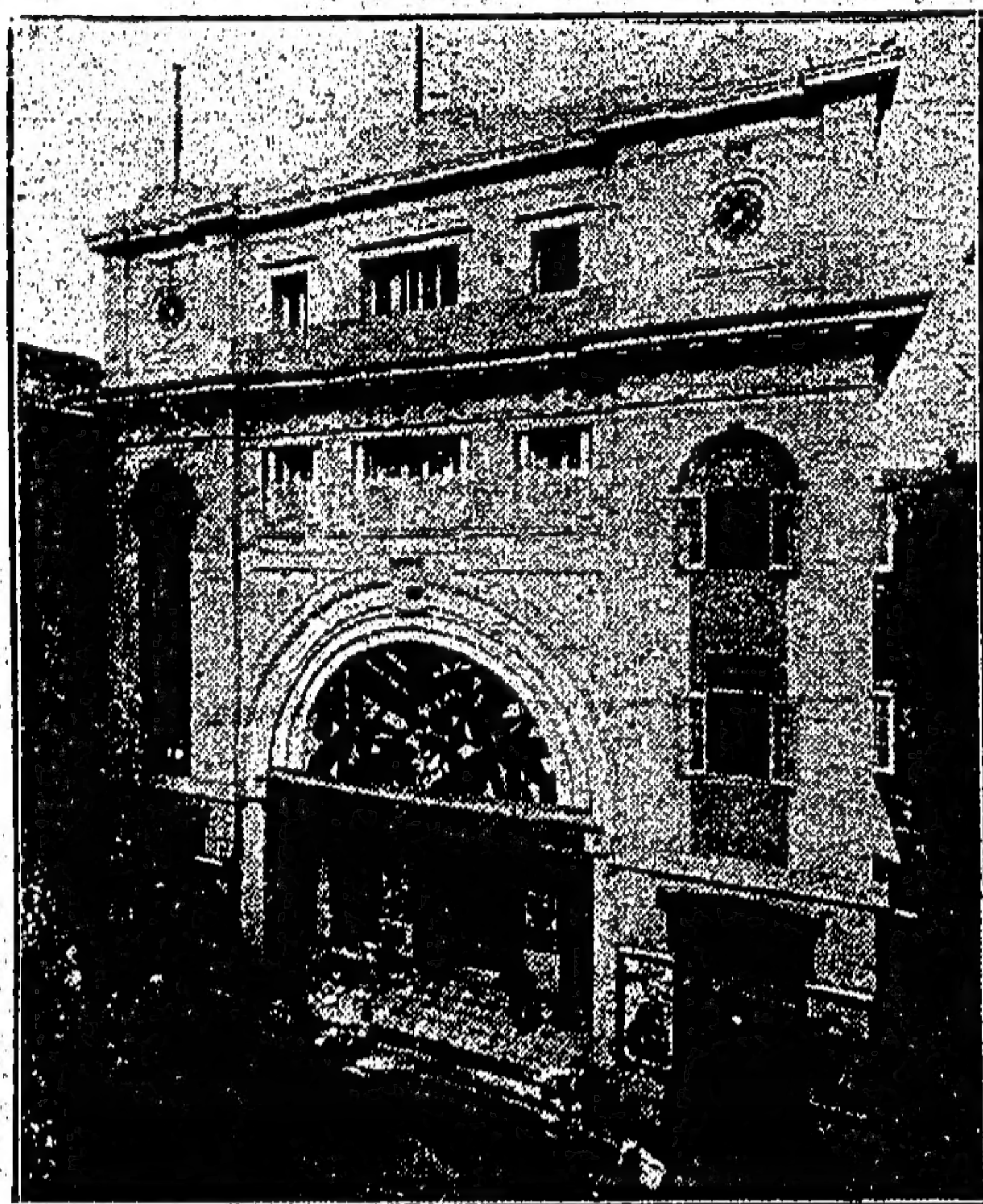
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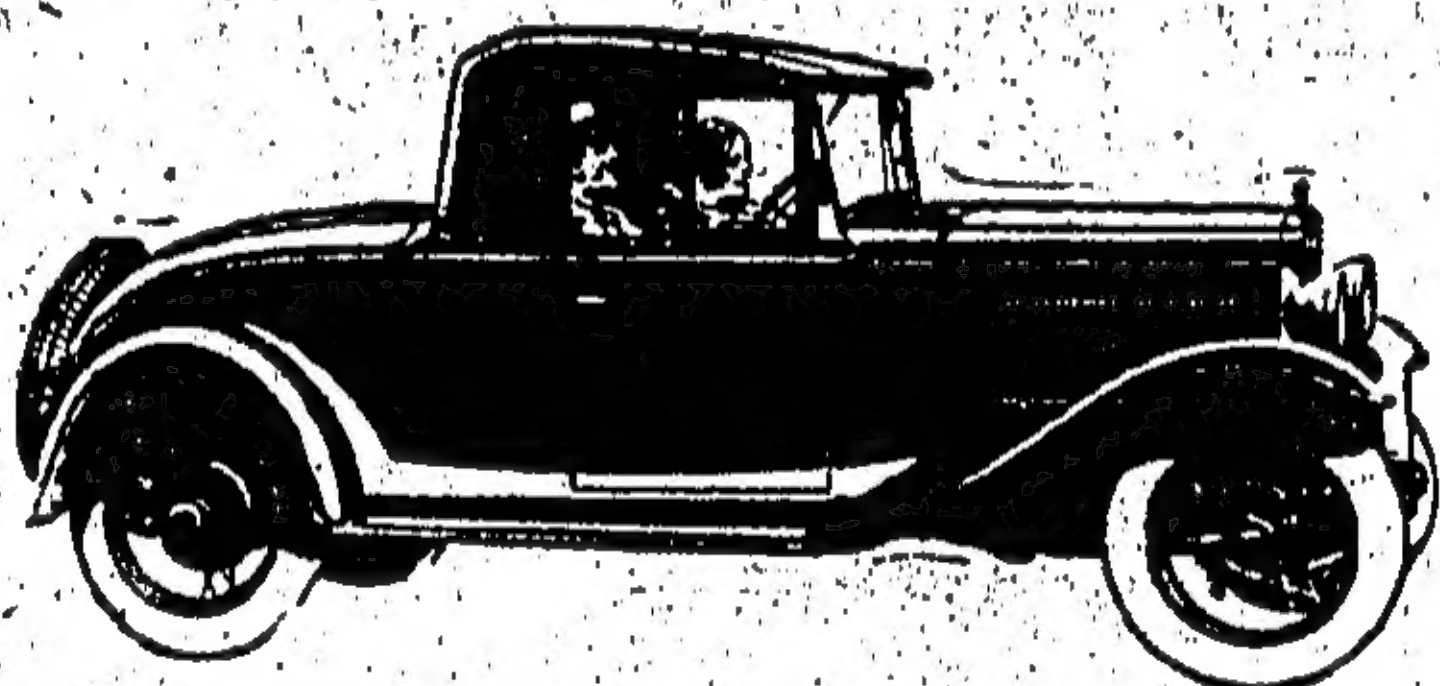
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## Motor Trade is Fairly Good

BRITISH CARS MAKE REAL ADVANCE

UNIVERSAL PREFERENCE FOR THE  
SMALL CARS

Several notable events stand out prominently in a review of the motor trade in Hong Kong during the past year.

Of these the most important of all is the 20 per cent. tax imposed by the Hong Kong Government on all cars which are not of British manufacture.

Leading on to the other features we have the recent decision of the Government to withdraw all omnibus licenses in the Colony at the end of June next year and to offer the motor passenger transport for tender, for either the whole of the Colony or for the Island or the Mainland only.

The development and forthcoming opening of the vehicular ferry service; the remarkable growth of the hold of which British cars have secured on the local market and the general preference for small cars over the large type.

Our representative visited the local motor agents, British and foreign, and their views on the trade in Hong Kong are as follows:

### THE 20 PER CENT. TAX

Although this tax is generally thought to be of a great assistance to the British motoring industry the local agents are far from enthusiastic about it. One concern thought that it would help "a little" while another, controlling a very important British small car agency expressed his opinion that such a tax was of little use after the British small car had definitely established itself to be the superior value proposition and, tax or no, the buyers first looked towards the British cars in their choice. What he would like was a change in the "Exchange".

Quite a number of "American" cars are now manufactured in Canada and are when imported in to the Colony free of the new tax. These with the exception of one, are medium sized cars and do not effect the small car range. On the other hand, several popular American cars with prices bordering that of the British small car are now comfortably out of the classification as regards price and this, one again thought, would help towards clearing the market of surplus makes which were not so much competitive as annoying.

### FOREIGN CAR AGENTS

The "foreign" agents have varying ideas about the tax. Among their explanations this statement was included: "Contrary to the popular belief the 20 percent tax imposed by the Government is on the landing price of the vehicle and not the 'selling price.' What actually takes place is that the dealer imports the car at whatever price, less their commission as agents, the car is sold to them by the manufacturer. On arrival should the car be sold or about to be sold, the dealer registers the car (applying for a license) and pays the 20 percent tax, which is demanded then, on the price the car was sold to them by the manufacturer. In selling the car they then add whatever the tax cost them to the price of the car sold which is very much less than the tax on the selling price of the car. This in some cases is an appreciable amount and keeps the selling cost low and reasonable.

Furthermore, every "dodge" possible is employed in avoiding a high taxing fee by such methods as importing the car less any extra and expensive fittings or accessories such as bumpers; using every means to keep down the cost of the car when landed. It is understood that certain foreign manufacturers are giving all assistance possible to their agents appreciating their difficulty. In one case a manufacturer has agreed to pay the tax on the car.

In the expensive class the tax although even more severe is not so much drastic as annoying. It was pointed out that the potential buyer with an expensive car in view is little worried at the extra charge. This type of buyer generally decides on the make of the car rather than its merits and price.

### THE VEHICULAR FERRY

Accepted as a boon to the motoring fraternity of the Colony this new ferry service is regarded with much more doubt by those seriously concerned with the motoring trade. The manager of one of the oldest motoring agencies in the Colony was very indifferent about this new project. He remarked: "It will have to be a rapid and efficient service to achieve any success to compensate for its locality besides there is only a difference of \$1.00 in the present form of transport." The Hong Kong owner of a car has little need to take his car to Kowloon other than over the week-end and then only for the pleasure of doing so and, perhaps, a few fishing parties. The mainland train service is convenient and efficient and unless he can make the journey quickly and cheaply and conveniently his car will remain on the Island.

### BUSINESS RATHER THAN CONVENIENCE

Commercial vehicle owners (trucks) however, are eagerly awaiting the opening of this ferry service and regard it as a definite help to their business. Caterers and produce transporters from the New Territories and Canton will be able to take over their goods without transshipment. This is calculated to demonstrate the efficiency and utility of the commercial vehicle, with a resulting increase in demand for trucks. Hitherto it has been out of the question to journey a single truck back and forth across the harbour on different jobs but the owner will now be able to make full use of his truck.

### THE OMNIBUS MONOPOLY

Something of a surprise occurred to the local motor agents on learning last September of the Government's decision to withdraw the present omnibus licenses and to invite tenders for the monopoly for either the whole of the Colony or the mainland. This is to take place next June and it is thought by the local British heavy vehicle agents that it will result in a decrease in the number of vehicles of this type on the road, and of course in a decrease in sales. An efficient service, extended over the Colony or Mainland, will not require the number that are present on the road, as competition will be eliminated, although there is no suggestion by the agents that the services will not remain as efficient as most. There is also possibility of a one make of bus replacing the present types on the road and their will make for ease and cheapness in maintenance.

Our representative in his interview with the managers of the five bus companies in the Colony gathered the opinion that there will be serious competition for the monopoly. It appears that the final issue will result in a generous contract for one make of vehicle rather than sharing the number amongst the many makes. Of course, British omnibuses will be the type chosen.

It is also understood that one of the local bus companies are experimenting with Diesel oil engines with a view to replacing the present benzine motors. This type of motor is far the cheaper vehicle to operate and the progress made with Diesel motors during the past few years well warrants their inclusion in the service.

### THE BRITISH CAR

With less than a year of serious competition in the local car market one popular British small car agency has risen to a position amongst the leading motor car firms in the Colony. This is an indication of their remarkable progress and standing. The British cars have secured amongst the Chinese buyers who form the larger percentage of car buyers in the Colony. The concern is very manifest about their hopes for the coming year, and, giving a slightly better and more contented exchange they even hope to better their sales during the past year.

Another British small car agent reports that business is good in spite of the difficult times. Highlighting the progress which British cars have made on the local market is as follows: "We were the first firm in the Colony to take up a British car agency at a time when nobody ever gave a thought to British cars. Now every British car manufacturer is represented in the Colony and everyone is after British agencies. The speaker commented favourably on the support and policy of the British car manufacturers."

Many car manufacturers. Numerous and tempting offers have been made to the manufacturers of the cars are represented by local combines and motor agencies; but they have all been rejected. The British manufacturer is different. They have a policy to uphold and they know who have remained by them in former years and so have faith in us and believe that we are doing our best."

The four speed gear boxes with their silent third ratio have made the 10 H.P. (R.A.C.) car very popular for local requirements. Although the small 7 and 8 h.p. cars have a distinct market of their own the new 10 H.P. car is becoming the more popular model as it combines the small upkeep in running with a slightly larger body and efficiency. In fact one agent considers that it is definitely beginning to invade the popular and cheap medium car market which is held by the American cars. The assistance of the 20 percent Government tax is no doubt a great assistance in this respect.

As to the larger British cars, which are expensive when compared with the foreign makes of equal horsepower, they are slowly but surely making themselves felt by reason of their superior quality and dependability, combined with engine efficiency. An agent of this type of car remarked that the local car owner is becoming more sensitive about the petrol consumption of his car than in former years. Applications often include a guarantee of the petrol consumption claimed for the car.

What with the good appearance of British cars, an important selling point with the Chinese buyers, a British agent expressed his hopes of seeing within a few years a turn in the local market in favour of British cars. The up-country market, however, still remains very difficult as the big and high powered foreign cars are no doubt most suitable for the rough going to which they are subjected in the hands of the Chinese drivers. Carrying capacity rather than efficiency to the gallon of petrol is the requirements in these districts.

British commercial vehicles are at a similar disadvantage in the Colony due to the difficult hill climbing over the Hong Kong roads. Designed for requirements of the British Isles the small light commercial truck has little chance against the cheap heavy high powered foreign types.

### HOW THE OTHERS FARED

One foreign agent described Hong Kong as one of the best remaining motor car markets in the world and definitely the best in the Far East. This is unanimously accepted by the other dealers and no doubt accounts for the "fairly good" verdict returned by all. With the American cars the adverse exchange in the Gold Dollar is the biggest drawback and agents claim that they could easily better their sales if this were more satisfactory. The American car has still a large circle of admirers who continue to support their favourite makes. To counteract the exchange and difficult times very generous "time payment schemes" have been introduced with a great deal of success. There is only one small powered American car which is newly on the market, and although the dealer expresses great hopes he is unable to give figures at the moment. Dealers are unable to decide whether eight or six cylinder engines are preferred except to remark that the car must have a flexible top gear performance as the Chinese driver does not make use of the intermediate gear ratios. Saloon cars with "flashy" looks are preferred but of late it is noticed that the owners are giving more consideration to petrol consumption and demand the m.p.g. to be as high as possible.

### USED CARS

One of the chief drawbacks to the motor sales in the Colony, as expressed by several British and foreign car agents, is the slump and accumulation of used cars in the Colony due to the heavy taxes imposed by the Customs at the Chinese coastal ports. In addition to this there has been a great deal of importation of used cars from Singapore, Penang, Java and even Shanghai where the markets are very bad way. Canton until recently provided an admirable market for this type of car which once landed are sold within three weeks. There is not the clear and there used to be, said an agent, and with numerous cars on their hands these dealers are offering the cars at very tempting prices.

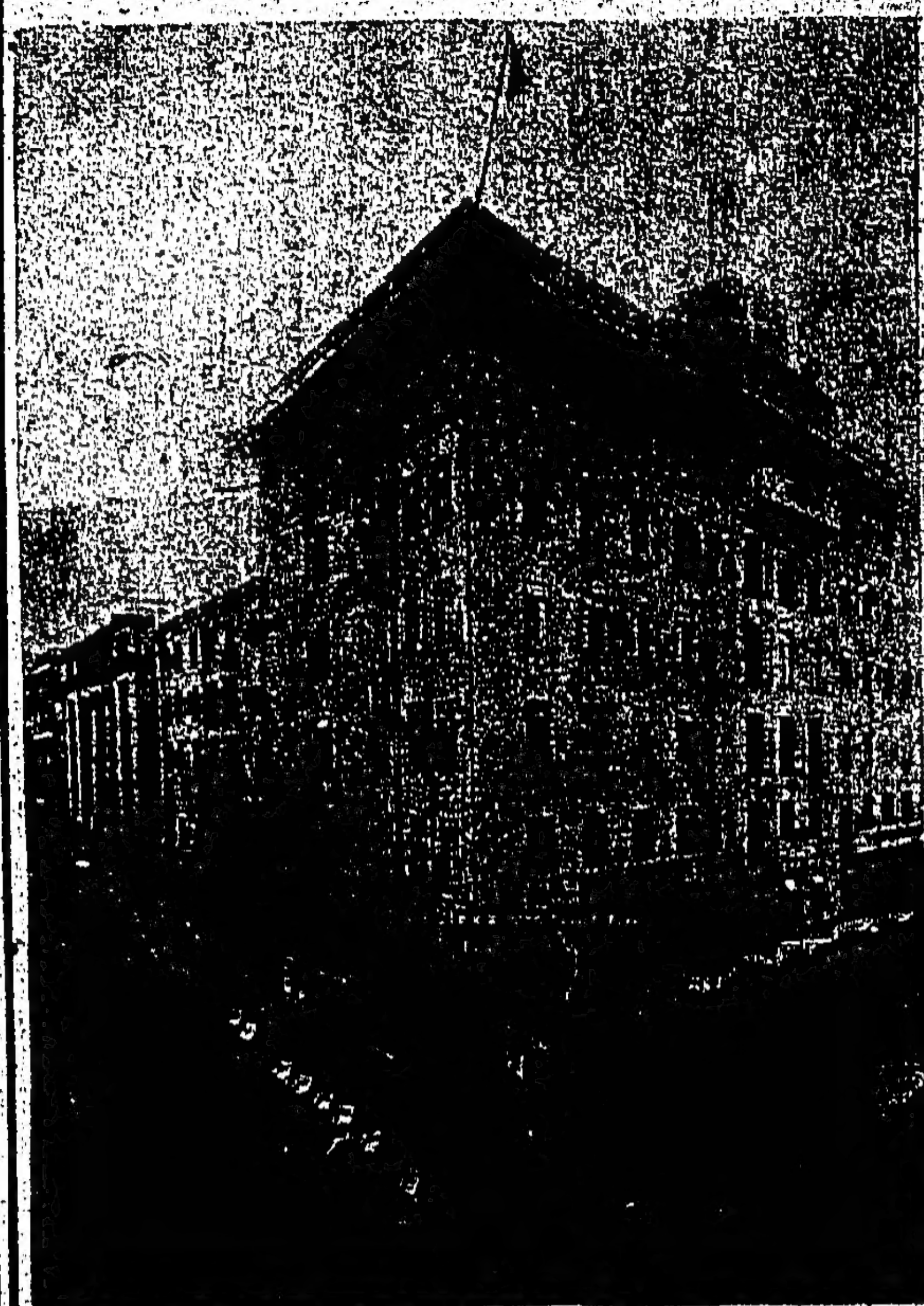
Trading in old cars in part payment for new cars in the popular form of transaction at the moment. This however is becoming less popular and one agent of the difficulty of disposing of old cars.



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